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NOVEMBER 1981
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RAILFAN & RAILROAD

48760

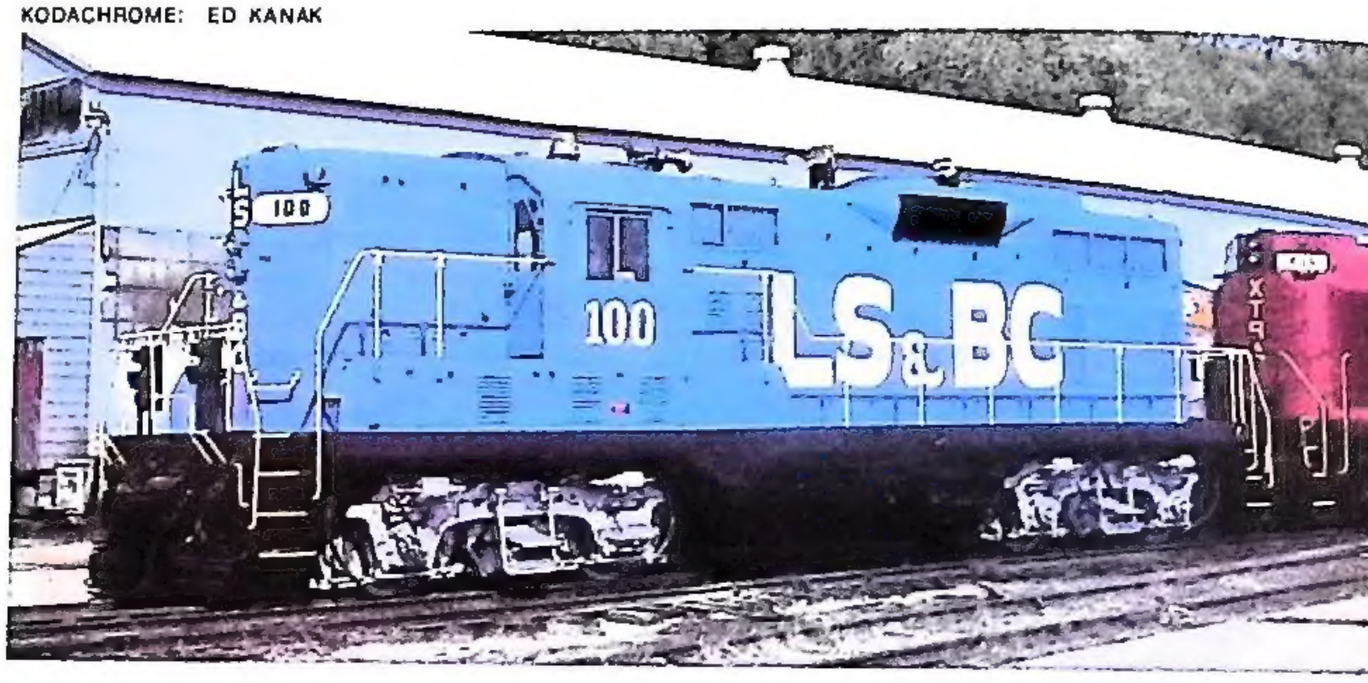
- Pittsburgh commuters
- New Orleans trolleys
- MEC U25Bs

KODACHROME: BARRY R. BURTON, JR

COVERED WAGONS converged on Old Fort, N.C., on May 23, 1981, when the Southern FP7s on a Piedmont Chapter NRHS Charlotte-Asheville excursion ran past the EMD A/B/SD45X test set led by freshly-painted 462, an F7 containing a 645 engine and AC electrical gear.

Railnews

KODACHROME: ED KANAK



LA SALLE & BUREAU COUNTY has taken over switching service on the former Rock Island between Blue Island and Chicago, Ill., with ex-UP GP7 100, shown as LS&BC 100 at Diesel Electric Services in St. Paul, Minn. on May 2, 1981. The LS&BC runs Baldwins at LaSalle.

KODACHROME: RUSS BRIGGS

AMTRAK'S FIRST EMD-engined rebuilt RS3, 106, went into service in Boston on July 22. See page 26 for details.

AMTRAK'S *SAN FRANCISCO ZEPHYR* detoured over the C&NW from July 4 through 8 to avoid flooding on the BN in Iowa. At right, No. 6 passes through Dixon, Ill., on July 5; see MARKERS. On May 19 the C&NW moved the colorful Circus World Museum wagons from Baraboo to Chicago for a parade. It arrives (below) at Bryn Mawr.

KODACHROME: MIKE McBRIDE

KODACHROME: RICHARD ALAN HOKER

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From the Publisher's desk: Tulsa

A recent model railroad convention in Tulsa gave what could well be a last look at the Frisco, before its last vestiges disappear under the bright green and white colors of the giant Burlington Northern. The modern, sprawling hump yard was already loaded with more BN rolling stock than Frisco, and it was good to see a few Great Northern cars scattered amid all that green.

At the engine facility, GP50 3100 sat in its red and white paint and Frisco lettering, the last engine painted for the SLSF before its merger on November 21, 1980, into the BN. Behind 3100 sat additional GP50s, all in BN green and white. On a storage track nearby rested a string of U25Bs, some of them repainted Frisco units in green with the designation "Springfield, Mo." The Frisco has become the Springfield Division of the BN, a fact of life that will take some getting used to by the faithful.

As happened before when the BN was created a decade ago, railfans can capture strange assortments of colors with their Kodachrome. Even Southern Pacific locomotives are a common sight, and there were two sitting in the terminal during our visit.

Jim Boyd and I frequently discuss railfanning as it is and as it was (neither of us giving an inch, naturally). Jim is concerned with railroading as it is today, and I confess a fondness for much that has been. The current scene in Tulsa is one that draws both groups together. Frisco is yesterday and BN is today. Those Frisco units with stencilled white BN letters and numbers won't be around very long in their old marque. Shoot them one last time in 1981.

Traveling was fun

If railroad passenger travel was slower than travel today by jet, it could also be fun travel to watch scenery roll by and enjoy the extras offered by various railroads on their deluxe limiteds. In the late 1930 era you could board the Southern Pacific's crack *Argonaut* and treat yourself to such special services as a haircut for 50¢, bath for 50¢, and a special shampoo (egg, oil, or tonic) for 75¢. There were similar services available to the ladies. You could check with the porter of your sleeping car and also arrange for valet service. Trousers were pressed for 35¢ and an entire suit for $1.00.

The train secretary on the *Twentieth Century Limited* offered you Dictaphone service with mailing services. Also offered abroad the *Twentieth Century* were stock market quotations posted enroute, shower baths at 50¢, olive oil shampoos at 60¢ and facial massages at 60¢. New York State laws banned barber shop service in New York State on Sundays.

Hostesses arranged for bridge games on the *Florida Special*, and many trains were able to receive telegrams enroute. The *Twentieth Century* train secretary was even able to wire for theater seats in New York City or Chicago.

Remember these good old days the next time you've a two-hour layover at Atlanta International Airport or are enroute to O'Hare during the evening rush hour.

Cumberland & Pennsylvania

Our new *Cumberland & Pennsylvania* book (Carstens C42, ISBN 911868-42-9 $8.50) by Deane Mellander is actually our second Western Maryland book; the WM took over the C&P from its financially-ailing parent, Consolidation Coal Company, in 1944. The C&P book is for lovers of smaller Class 1 railroads, with their 2-8-0 and 2-10-0 types, long coal drags with twin hoppers of the period, boxcars of wood, and gas-electrics.

TRAIN MPA

Hal

RAILFAN & RAILROAD

november 1981/vol.4 no.1
RAILROAD/founded 1906/vol.106 no.7

features

30 **From Silvis to Bangor**/Hal Reiser
I **Index to Volume 3**/November 1979-September 1981
33 **Steel City commuting**/Gordon Lloyd, Jr.
36 **Winds of change**/Lowell Amrine
38 **Mr. Bradshaw buys the Silverton**/Mike Burke
42 **The St. Charles Line**/Donald R. Kaplan

departments

2 **Railnews**/news in color
4 **Fanmail**/letters from readers
5 **Railroadiana**/product news and reviews
13 **Timetable**/events
18 **We'd like you to meet . . .**/author sketches
20 **Camera Bag**/photography tips
24 **Transit Topics**/Steve Maguire
26 **Railnews**/items of current interest
57 **Markers**/editorial commentary
58 **Not in the Wheel Report**/Joe Easley artwork
60 **Switch List**/classified advertising
62 **Advertising Index**/where to find it

cover

Following the joint B&O/P&LE main line northward out of McKeesport, Pa., PATrain 109 accelerates towards downtown Pittsburgh on July 14, 1981. Upgraded F7AU 6691 began life as Texas & New Orleans 365 and came East as Wellsville, Addison & Galeton 2300, before being rebuilt by GE at Hornell for Pittsburgh's PAT service. Gordon Lloyd, Jr., outlines all of Pittsburgh's commuter operations beginning on page 33. Kodachrome by Jim Boyd.

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D&TSL steam roster

I very much enjoyed Chuck Geletzke's articles on the Detroit & Toledo Shore Line in the July issue. I was glad to see the write-up on the steam locomotives of that road; this material seems to be largely ignored by the younger writers today.

Some time ago, H.L. Goldsmith, G.M. Best and I compiled a complete D&TSL steam roster which should clear up some of the questions raised by the roster Geletzke worked up from company records. As near as we can figure, that "mystery" No. 11 was a construction engine, so numbered because the first ten numbers of a prior company were reserved for electric interurbans. We identify it as Pittsburgh builder number 803, built September 1886, originally Toledo, Ann Arbor & North Michigan No. 18, then Ann Arbor 18, to D&TSL 4/15/01 and sold to Cornell Coal Co. in 1911. The D&TSL's own 11-14 were, indeed, 2-6-0s, Brooks b/n 50750-50753, built in February 1912 and sold for scrap in 1929.

Numbers 7 and 8 were Baldwin 2-6-0s, b/n 31954-5 built in October 1907 and sold to the Nickel Plate as F-7s 826 and 827 in January 1924 and then scrapped in March 1933. The 9 and 10 were 1907 Baldwins b/n 32047 and 32199, sold to GTW as E-11a's 927 and 928 in 1923, subsequently scrapped 11/9/29. Number 101 was a February 1905 Baldwin 0-6-0, b/n 25140, sold to GTW as O-19a 7218 in 1925 and scrapped in March 1935. Number 104 was a February 1913 Baldwin 0-6-0, b/n 39241, sold to GTW as O-19a 7219 5/21/25 and scrapped 3/26/35.

ROBERT W. BRANDEL
Waynesburg, Pa.

Here are a couple of notes on the excellent D&TSL and WP&Y articles in your July issue. First, on page 34 you tally the WP&Y GE cab units incorrectly; there were eleven, road numbers 90-100, delivered in groups of two, three, three and three, not the "... additional *pair* in 1963."

In the D&TSL steam roster on page 55, three of the engines went to Old Sydney Collieries, in addition to the five to the S&L. Both companies are controlled by Dominion Steel & Coal, now the Devco Corporation. The 0-8-0 113 became OSC 30 in April 1952, 114 became OSC 31 in February 1953, and 112 became OSC 32 in April 1954.

Also, GTW/CN system records show no sales of a D&TSL 4 or 5 to the GTW.

RAY F. CORLEY
Scarborough, Ont.

The aforementioned Brandel roster shows the 4 and 5 "scrap 1934." While we're at it, I know the photo of 4-4-0 No. 11 is backwards; the original print—apparently a contact print—was backwards, and with just exactly the proper communication confusion between editor and printer, it got flopped and somehow reflopped between proofs and printing—J.B.

DL&W electrics

In reference to Wes Coates' article "50 Years of Lackawanna Electrics" in the July magazine, it is stated in the note to the roster on page 51 that car 3405 has been converted to a wire inspection car. The correct car number is 3408, not 3405.

Additionally, one reference source, the January 1949 issue of *Headlights*, published by the Electric Railroaders Association, states that there were three RPO combines, numbers 2440, 2441 and 2442. Coates says there were only two, numbers 2440 and 2441. Do you know which is correct?

RICHARD F. BEGLEY
Mendham, N.J.

Reader Bob Underwood dropped us a letter confirming that there were three *RPOs, 2440-2442. He also notes that the April 26 timetable calls for bus service in place of electric trains between Summit and Gladstone only between 8:30 a.m. and 4:30 p.m. Monday through Friday to permit re-electrification work. Firsthand visits confirm that weekend service is, indeed, continuing. Bob points out that Saturday is the best day to ride and photograph the*

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Gladstone line, as nearly every run involves a meet and several have two meets. He also mentioned something we were aware of but managed to omit from the article: Back in 1975 NJDOT experimented with painting car 3596 into silver and blue to match the diesel push-pull trainsets (a photo was published in the Fall 1975 RAILFAN*), but it was subsequently repainted green*—J.B.

Westbound 614

Thank you for publishing my photo in the July issue of Chessie 614 in helper service on the WM out of Hagerstown. I would, however, like to correct your news item which stated, ". . . the 614 did a brief but dramatic stint in pusher service on the WM into Hagerstown from Cherry Run, W.Va.," which suggests an eastbound move. The train was, in fact, westbound, and the 614 was put on about four miles west of Hagerstown near Wright Road crossing, facing down Williamsport Hill. From there they went west through Williamsport and Big Spring to a point near McCoys Ferry, not quite reaching Big Pool, Md. The picture was taken at Williamsport at almost the very spot where she had waited for the helpers to cut on last September.

JOHN H. BOHON
Middletown, Pa.

Reading's 50th, too

I enjoyed your article on the 50th Anniversary of the Lackawanna electrics, but I feel someone should take note that this is also the 50th Anniversary for the Reading electrification in and around Philadelphia. The Reading has a more extensive service, and in spite of more modern equipment and operation by SEPTA, its lines have a great deal of appeal and have been populated recently by a wonderous array of old and new equipment that shouldn't be overlooked.

MICHAEL KAPLAN
Voorhees, N.J.

More on Centennials

I must take issue with some of the comments made by Stephen Lee in his letter in the May 1981 issue concerning the UP Centennials article back in March. He stated that the 23,500 miles per month figure was a myth. I don't know where he got his information, but I have personal records of DDA40X mileages of over 20,000 miles per month for several years while I was following traction motor performance for EMD. As to the ride quality, I rode the 6900s between North Platte and both Los Angeles and Portland and found them to ride better than the SD40-2s. There would be occasional vertical bounces (the SD40s experience the same thing), but overall, the big cab and massive truck provided an excellent ride.

He also referred to failures as one of the reasons that led to the demise of the 6900s. From my experience, after the UP started their "100%" program of overhauling the units about every three years (after 750,000 to 800,000 miles), the DDA40Xs provided excellent service and remained the backbone of the high-speed fleet.

SCOTT W. GIVEN
Downers Grove, Ill.

Railroadiana

Product News

If you have any plans to visit New Orleans to ride the trolleys that Don Kaplan describes in this issue, you will certainly be interested in *Streetcar Guide to Uptown New Orleans*, a 136-page color illustrated guidebook to the attractions along the line with capsule histories of important buildings, parks, shops and the city in general. This is not a railfan trolley book but rather a guidebook to touring New Orleans by trolley. The entire line is illustrated in very detailed full-color maps. An appendix lists all sorts of shops, hotels and restaurants by category. The price of this high-quality 6" × 9" softcover book is $5.75 postpaid from the *Streetcar Store*, 111 St. Charles Ave., New Orleans, LA 70130.

If you need an experienced guide for the railfanning the displaced C&NW Huron Alcos in Green Bay and Escanaba, tours of that area are now being arranged by *Lake Bluff Railway & Navigation Co.*, the same folks who run the "Big R" rail tours of the Chicago area. For details contact them at 32 E. Center Ave., Lake Bluff, IL 60044 with an SSAE or call 312/234-0842.

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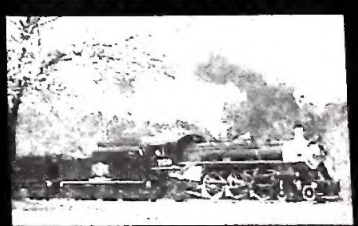

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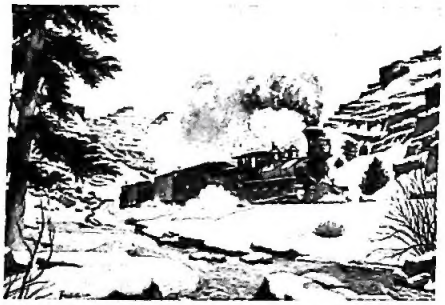


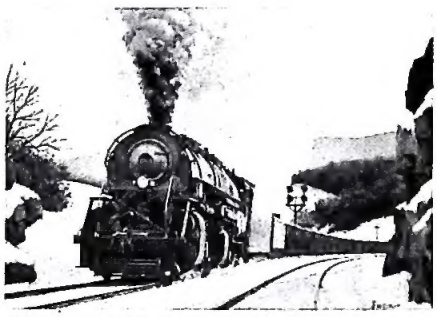
5031 UTAH LOCAL OF THE 1800's "...Engine 78...Typical of the hundreds of local freights... in 1885, etc." "May there come to you at this holiday time an abundance of...Health, Happiness and Enduring Friendships"

5051 HEAT, STEAM AND SNOW "Built for the Detroit, Toledo...Ironton Railroad Company... in 1939. No 705, a 2-8-4 class, etc." "Merry Christmas and Happy New Year"

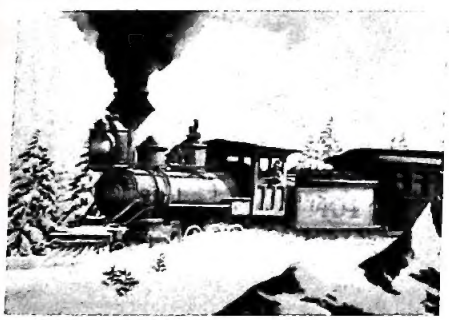
5046 A FLURRY OF BLUE AND GOLD "...Baltimore & Ohio's crack streamlined train, 'The Cincinnatian,', etc." "Merry Christmas and a Happy New Year"

5038 THREE FOR THE HILL "...three Maine Central 'Mikes'...head for...Crawford Notch...in ...New Hampshire., etc." "This brings a prayer at Christmas time that God will...bless...you... those you love...with lasting happiness..."

5002 HOLIDAY LOCAL TO THE NORTH COUNTRY "...a light 'Pacific Type' locomotive of the Boston & Maine...Headed toward the White Mountains, etc." "Peace and Good Will at Christmas and through all the New Year"

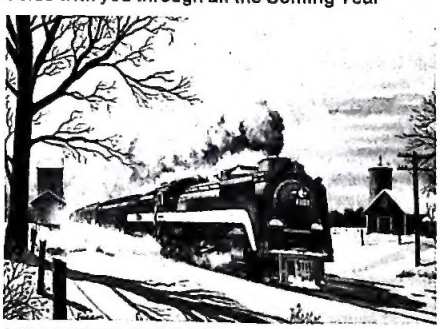


5020 FULL STEAM FOR A LONG LOAD "The famous Y6-B, a true Mallet built by the Norfolk & Western Railway in 1948, etc." "May the Peace and Happiness of the Christmas Season abide with you through all the Coming Year"



5050 "To those we love and see each day, And other loved ones far away, To all good friends whose friendship means so much, And those with whom we're...out of touch...Merry Christmas and Happy New Year"

5036 A PUSHER FOR THE PASS "...this 1910 vintage train is starting up one of the...mountain grades of the beautiful Pacific Northwest., etc." "Merry Christmas and a Happy New Year"

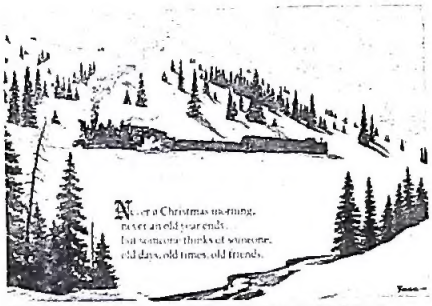


5014 THE WABASH CANNONBALL "...ran for many years along the Wabash River on the route between St. Louis and Detroit., etc." "With Best Wishes at Christmas and Happiness through all the Coming Year"

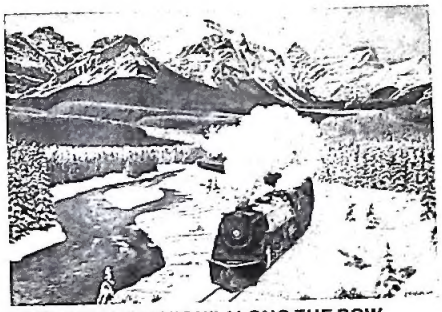
5005 THE GG-1 ON A CHRISTMAS RUN "...139 of this great model, designed in 1934, were built and most are still running., etc." "May the Peace and Happiness of the Christmas Season abide with you through all the Coming Year"

5037 ALASKAN MONARCH "...The diminutive 1920 vintage 'mixed' train of the Alaskan Railroad, etc." "May Peace be your Gift at Christmas and your Treasure throughout the New Year"

5029 DONNER PASS ON CHRISTMAS DAY "...these powerful 3600 HP Units are the modern work force of the Southern Pacific., etc." "Peace and Good Will at Christmas and through all the New Year"



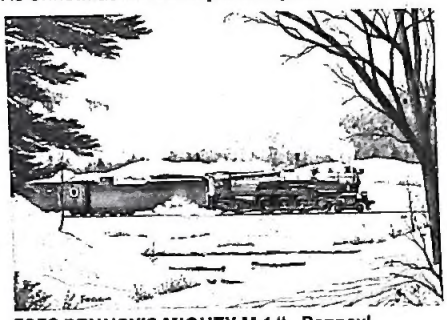
5004 THE C & S—ON TOP OF THE WORLD! "Never a Christmas morning, never an old year ends...someone thinks of...old days, old times, old friends." "Happy Holidays and Best Wishes for the Coming Year"



5035 THE "DOMINION" ALONG THE BOW RIVER "The pride of the Canadian Pacific Railroad, etc." "May the meaning of the Season be deeper, Its friendships stronger, As Christmas comes to you this year"

5013 GREEN FLAGS FOR A CHRISTMAS RUN "The 20th Century Limited...roars down the Hudson...the pride of the New York Central Railroad., etc." "May the meaning of the Season be deeper...As Christmas comes to you..."

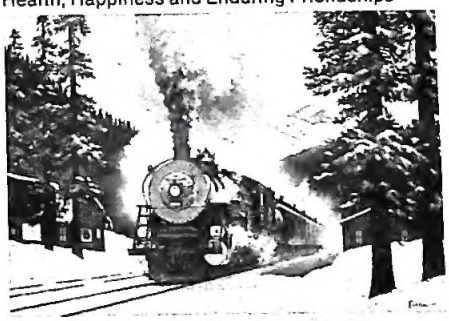
5034 THE GREAT DAILY RACE OF THE BROADWAY AND CENTURY "...a daily six mile race through Chicago's Southside., etc." "Merry Christmas and a Happy New Year"



5052 PENNSY'S MIGHTY M-1 "...Pennsylvania Railroad's...M-1s handled the fastest freights...until 1957., etc." "May there come to you at this holiday time an abundance of... Health, Happiness and Enduring Friendships"

5027 MOONLIGHT RUN ON THE SOUTH PARK LINE "...rugged little three-footers in a 2-8-0 wheel arrangement were built by Baldwin in 1890, etc." "Wishing you all the Joys of Christmas and a Year of Happy Days"

5048 "Whatever else changes through the years ...Christmas remains to brighten all hearts with its...beauty, May its light shine...and bless you with joy and happiness throughout the...Year"



5041 PRIDE OF THE NORTHWEST "...this Mountain Type...locomotive was used by the Great Northern Railway, etc." "From our crew to yours...Merry Christmas and...Happy New Year!"

5049 RATON PASS-1940 "...#1696 provides rugged help for two year old, 80" drivered #3771., etc." "Merry Christmas and a Happy New Year"

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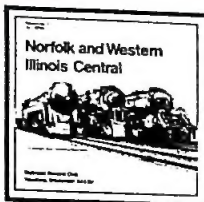

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Rails to the Big Vein, by Deane Mellander, is a 40-page softcover companion piece to Carstens' new *Cumberland & Pennsylvania* book. *Rails to the Big Vein* covers other roads in the Alleghany County area including the Georges Creek & Cumberland and Cumberland & Westernport Electric, along with a very detailed roster of the C&P. The numerous photos are very well reproduced. The price if $5.00 postpaid from Potomac Chapter Books, P.O. Box 235B, Kensington, MD 20795 (Md. res. add 25¢ tax).

John Terry Studio, 8 McNab Ave., Cedar Knolls, NJ 07927, has been busy adding two new Christmas cards to their line—an N&W J and BN SD40-2s at sunrise—and working up five new large-size decals. The Christmas cards have held their price since 1978 of 12 for $3.10, 25 for $5.40, 50 for $10.25 and 100 for $19.75. The nearly-foot-long big decorative decals include a handsome rendering of Chessie 614 and artfully-combined heralds and locomotives of the Erie, CNJ, PRR and NYC; they're priced at $1.75 each postpaid.

Calendar Call

It looks like 1982 is going to be the best year yet for fine railroad calendars. The *Potomac Chapter NRHS*, P.O. Box 235, Kensington, MD 20895, has produced their all-time best effort in a full-color 11" × 17" folded-out wall calendar featuring beautifully-reproduced scenes of a doubleheaded CNJ fantrip in 1968 with Strasburg 90 and Steamtown 127, three WP F7s at Altamont, Vermont Ry. GP38 at North Bennington depot, Kennecott electrics, Southern GP38s, a Key System car, Reading FP7s, Oregon & Northwestern AS616 Baldwins, Chessie 614, Santa Fe war bonnet F7s and Amtrak on Donner Pass. The most fascinating photo, though, has to be the WM "fireball" BL2 on a local at Thurmont, Maryland, passing a Hagerstown & Frederick interurban. The price is $4.25 postpaid.

Another fine full-color offering is the "1982 New England Railroading Calendar" from the *Mystic Valley Railway Society*, P.O. Box 32, Mattapan, MA 02126, in a 10" × 16" folded-out wall format featuring very well reproduced photos on very heavy gloss stock of a Green Mountain RS1; Steamtown Pacifics; Amtrak LRC, turbo and F40; MEC GP38s at Crawford Notch; a B&ML 70-tonner; Boston Bicentennial PCC; BAR's old scheme BL2 557 (before the *American Railfan* lettering); B&M GP18 at Hoosac Tunnel; AFT 4-8-4 1; and a Green Mountain "Director's Special" with an Alco S4 and a Rutland combine. The price is $3.50 postpaid.

Back in the first generation non-turbocharged black & white calendar department, the *North Western Illinois Chapter NRHS* has done another very fine job on their 1982 calendar in the 11" × 17" folded-out wall format with excellent reproduction on heavy stock featuring photos by chapter members of an ICRR 2-8-2, RI FP7 and BRC C424s at Pullman Junction, C&NW E7s at Minneapolis in 1950, C&IM 4-4-0, Milwaukee H16-44s, BN F45, Soo GP38, South Shore at night, GB&W Alcos, Milwaukee GP40s and F7s, Frisco U-boats and a horse, RI gas-electric "locomotive" and a Peoria & Eastern passenger train. The price is $4.75 postpaid from the North Western Illinois Chapter NRHS, P.O. Box 5632, Rockford, IL 61125.

The *Nickel Plate Road Historical & Technical Society* has a 11" × 17" folded-out wall calendar featuring a color night photo of 2-8-4 765 on the cover and b&w photos inside of a wide variety of NKP steam, diesel and vintage scenes of the old Nickel Plate in action. The price is $3.50 postpaid from NKPHTS Special Projects, 701 Greenlawn Ave., Ft. Wayne, IN 46808.

The *Western Maryland Ry. Historical Society* has a similar 11" × 17" b&w calendar featuring steam and diesel action scenes and equipment shots of the WM. The price is $4.22 postpaid from Dennis Wertz, 16 E. Pleasant Hill Rd., Owings Mills, MD 21117 (Md. res. add sales tax).

While we're on the topic of historical societies, the *Chesapeake & Ohio Historical Society* has also released their 1982 11" × 17" wall calendar with b&w photos of C&O and Pere Marquette steam and diesel action scenes including famous 4-8-4 614 back in 1955. The price is $3.50 postpaid from: 1982 C&O Calendar, Dept. 19, 2610 McDaniel Ct., Grove City, OH 43123.

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Wrapping it up for this issue is another 11" × 17" wall calendar, "North of Boston" by *The Brass Whistle*, P.O. Box 947, North Conway, NH 03860, featuring very nicely reproduced b&w photos of steam action on the MEC, St.J&LC, CV, Rutland, BAR, Conway Scenic, HT&W, B&M and Grand Trunk. Almost all of the photos are from the 470 Railroad Club. The price is $4.00 postpaid in the U.S. ($3.50 retail plus postage).

Book reviews

Never on Wednesday, by Richard Loveman and Mel Patrick, published by PTJ Publishing, Inc., P.O. Box 397, Park Forest, IL 60466. 120 11" × 8½" pages, hardcover $25.00 and softcover $17.50 (add $1.50 postage and handling for mail orders).

The West's domed *Zephyrs*, both the *California* and *Rio Grande* versions, have benefited from two of the finest books ever put together by the railfan press. The *California Zephyr* received its due in *Portrait of a Silver Lady* a few years ago, and now the remnant of that grand institution, the *Rio Grande Zephyr*, is treated to equally impressive coverage. The train has been superbly photographed by two expert and artistic railfan photographers, and their work has been beautifully laid out and supervised by fellow railfans throughout the entire production process—and the loving care shows! With the variety of scenery and imaginative photography, the RGZ never becomes monotonous or predictable throughout the pages, and the text and captions sparkle with the enthusiasm the authors have for their subject. The equipment, operations and people all receive their proper emphasis, and the photos are supplimented with appropriate maps, timetables and menu reproductions. If you've ever ridden the train, this will be a fun visit with an old friend. If you've never been there, you'll get an inkling of what you've missed.

Fortunately, this book is no obituary, for the *Rio Grande Zephyr* still plies the D&RGW between Denver and Salt Lake City—but never on Wednesday—J.B.

Rails Around Gotham, by Paul Carleton. Published by D. Carleton Railbooks, River Vale, NJ 07675. 320 8½" × 11" pages, hardbound. $35.00.

The railroad scene in and around New York City had a variety and fascination all its own and is still a great show despite the massive changes imposed by the coming of Amtrak and Conrail: changes so vast that the once well-known railroad names are only a memory. Now Paul Carleton provides us with a comprehensive view of these "rails around Gotham" from page one, a view of Hell Gate Bridge with New Haven box cab motors heading a long freight, thought to page 320 with a 1968 scene on the Erie Lackawanna of an E8 leading ten vintage suburban cars west through Waldwick, New Jersey. This book provides a magnificent photographic look at railroad operations in and around New York City then and now with over 800 photographs accompanied by extensive captions.

Rails Around Gotham is divided into 34 sections, each presenting a view of the railroad/carrier as it related to New York City and how the scene has evolved since the coming of Amtrak and Conrail. There is a full-page map of the area with pre-merger railroad names shown, and each individual section is headed by a detailed route map of the railroad covered. The important terminals and yards are indicated, as are rivers and harbors.

The organization and layout of the book's sections is intelligently done, showing us the scene over the years. For example, the New York, New Haven & Hartford R.R. is shown in 59 photographs over 28 pages. We are treated to views of electrics from early steeple cab locomotives to the big 2-6-2+2-6-2 EP-2 boxcabs and the later big streamlined motors and the dual power FL9s. We also get a look at the variety of Alco and F-M power in action as well as the ex-Virginian freight motors and m.u. cars including the infamous "washboard" cars. There are some fine views of the New Haven's beautiful steam power, Pacifics and 4-6-4s on Shore Line trains. Following are

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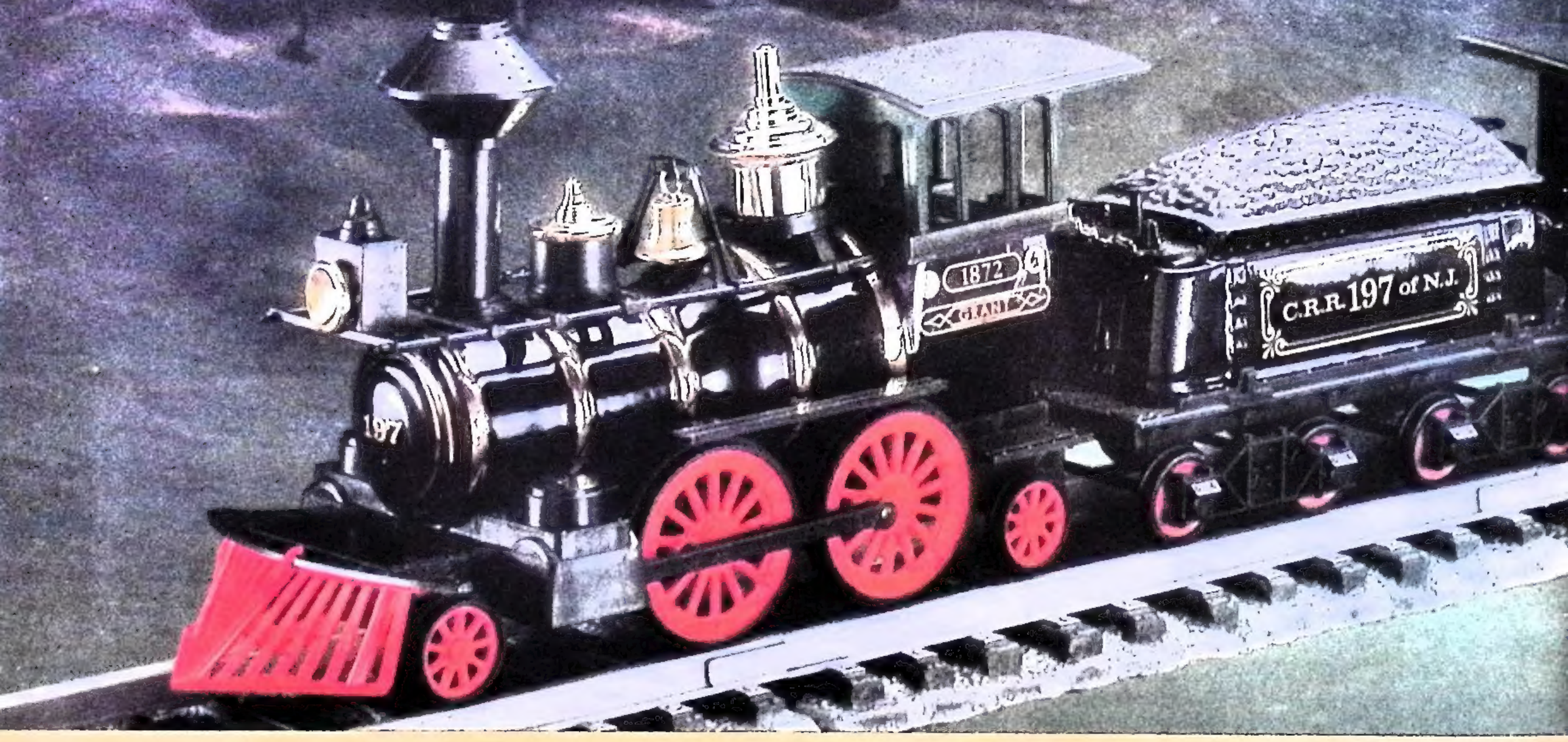

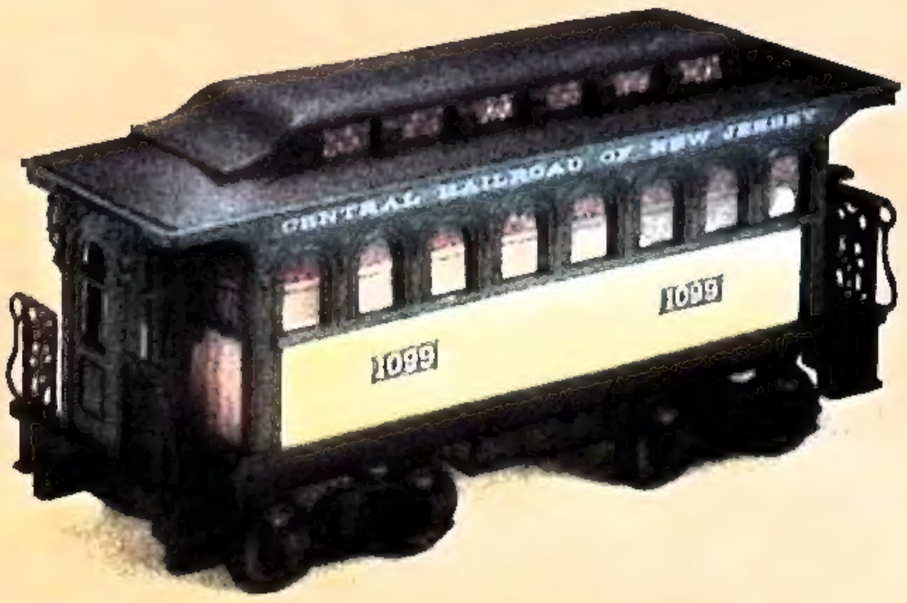

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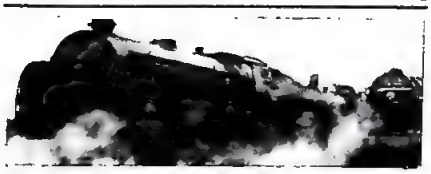

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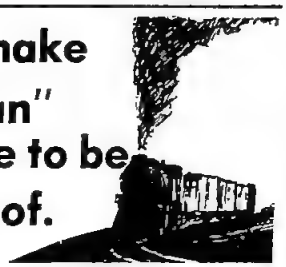

push-pull coaches. For prices and schedule details contact: Massachusetts Bay RRE, Box 136, Ward Hill, MA 01830, or call Bill Crawford at 617/581-0411 between 6:00 and 10:00 p.m.

DENVER, COLORADO, October 3. Union Pacific 4-8-4 8444 on an excursion train to Sterling, Co., and return sponsored by the Intermountain and Colorado Midland Chapters NRHS. Leave Denver 7:45 a.m., arrive Sterling 1:25 p.m., depart Sterling 2:55 p.m. and return Denver 8:35 p.m. Adult fare $53, children $44. Contact: Intermountain Chapter NRHS, Passenger Agent, P.O. Box 5181 Terminal Annex, Denver, CO 80217.

KINZERS, PENNSYLVANIA, October 10. The Rough & Tumble Engineer's Historical Assn. is sponsoring a "Whistle-Blow" from 10:00 a.m. to 4:00 p.m. Bring your locomotive, factory or boat whistles and they will provide steam to blow them. Activities also include steam tractors, stationary equipment and 26-inch gauge steam Shay-powered railroad. On U.S. Route 30 15 miles east of Lancaster, Pa. Contact: Rough & Tumble, P.O. Box 9, Kinzers, PA 17535.

RINGOES, NEW JERSEY, October 11. The "Recycling Railroads Fall Spectacular" covering the entire Black River & Western R.R. line behind Alco RS1 diesels from Ringoes to Lambertville, Flemington and Three Bridges and return. Photo runpasts with regular trains using 2-8-0 60 and PRR doodlebug 4666. Schedule includes time for hiking, shopping and picnicing and exploring abandoned lines of PRR and CNJ and canals. For details contact: Recycling Railroads Inc., 93 Main St., Newton, NJ 07860; 201/579-1311.

EAST HAVEN, CONNECTICUT, October 17. "Railfan Days" at Branford Trolley Museum featuring special operations of cars not in regular service including trolley, interurban and rapid transit cars, parlor and work equipment. Railroadiana flea market. Night photo session. Movie night. $7.50 admission at gate or in advance. Tickets and info: Railfan Day '81, Branford Trolley Museum, 17 River St., East Haven, CT 06512.

HOBOKEN, NEW JERSEY, October 18. Tri-State Chapter NRHS will operate a Fall Foliage special excursion train to Port Jervis, N.Y., via old Erie main line and freight-only Graham Line. Photo stops and runbys. Fare is $19.95 for adults and $17.95 for children. Equipment will be NJ Transit U34CHs and push-pull equipment. Contact: Tri-State NRHS, Box 255, Dover, NJ 07801; 201/857-2987.

MIDDLETOWN, NEW YORK, October 24. The Ontario & Western Ry. Historical Society will sponsor a bus tour and banquet. The bus tour will follow the abandoned right-of-way of the NYO&W Monticello, Port Jervis and Kingston Branch, with banquet afterwards at Middletown. Contact: O&W Historical Society, P.O. Box 713C, Middletown, NY 10940.

BELLOWS FALLS, VERMONT, October 24-25. Steamtown Railfan Weekend with steam operation, steam "diorama" set-ups and special attractions plus night photo session. Contact: Steamtown U.S.A., P.O. Box 71, Bellows Falls, VT 05101; 802/463-3937.

INTERNATIONAL TOURS

ENGLAND, October 12. Western Heritage Museum in cooperation with Cunard Line offering a tour of selected railway museums in England combined with a trans-Atlantic crossing eastbound on the *Queen Elizabeth 2* and return on British Airways wide-body jet. Contact: Kenneth Murray, Cunard Line Ltd., 555 Fifth Ave., New York, NY 10017 ... 223-1946.

JAPAN TRACTION November 1-21, 1981: See, ride and photograph a selection from the vast electric railway networks on three Japanese islands. See street railways; vintage 1925 American style; country trolley lines; heavy interurbans, subways; mountain rack and cable lines; JNR main line including Shinkansen "Bullet" train; even an odd trolleybus in a mountain tunnel. Most travel by train. Price approx. $2100 including air from San Francisco per person share twin room. Detailed folder available from: Rail Study Tours International, 164 Maple Ave. E., Vienna, VA 22180, 703/356-8186

INDIA November 14 - December 6, 1981: Comprehensive tour will stress railroad operations in various scenic settings. Visit Delhi, Agra, Jaipur, Udaipur, Vadadora, Dabhoi Jct, Bombay, Neral-Matheran Hill Ry., Madras, Ooty & Nilgiris rack line, Souther Ry. meter gauge, Calcutta, Varanasi/Banares. Optional extensions available to Darjeeling and Nepal. Fly Pan Am from New York. Basic tour cost $2795 per person, share twin room. Detailed folder available from: Rail Study Tours International, 164 Maple Ave. E., Vienna, VA 22180 (703) 356-8186.

SOUTH AMERICA November 21, 1981 for three weeks. Plans not yet final. Will include in Brazil: VFCO, Sao Paulo incline and 2-10-4's at Tubarao. Paraguay, Rio Gallegos, and Esquel in Argentina. Southern Chile and Ecuador. Mallet may be steamed at Tubarao due to increased traffic. Some diesel trains have reverted to steam in Chile. Includes all air fares, twin beds and breakfast plus cars for linesiding. Approx. $2375 from Rio. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography.

INDIA November 21-December 13, 1981. Our annual in-depth study for the ardent railfan. Bombay, Madras, Nagpur and Vadodora. Will include Matheran Hill Rwy., Miraj, Daund Jct., Nagpur, Secundrabad meter gauge, Bombay Port Rwy., Bhadravati Industrial Rwy; plus Bangalore-Mysore main line and the narrow gauge Dabhoi and Johnsi systems. All economy air and first class rail, twin hotels and breakfast. $2115 from London, $1450 from Bombay. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography.

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NORTH CHINA Nov. 23 to Dec. 13. Across the North China plain from Peking to Shanghai with a circle thru the hill country to the West, visiting Datong, Talyuan, Jinan, Nanking and Suchow. Plenty of lineside photography with visits to locomotive building plants, maintenance facilities and classification yards. Industrial coal line included plus opportunities for sightseeing if desired. All inclusive meals, air, rail and transfers $2970 from London, $2120 from Hong Kong sharing twin. Sunday River Tours agent for Railway Travel & photography, P.O. Box 565, Concord, MA 01742.

PAKISTAN Jan. 17-29, 1982. Where 4-4-0s and American-built 2-8-2s still work daily. Northwest from Karachi visiting the Mirpur Khas Metre Gauge, the Chaman branch—a superb mountain line—the 2'6" lines at Boston and Mari Indus, Wazirabad, Rawalpindi, Nowshera, Preshawar and finally the incredible Khyber Pass line where a 4% grade corkscrews its way thru multiple tunnels and over spindle-thin trestles up the switchbacks to the summit. From London. Sunday River Tours agent for Railway Travel & Photography, P.O. Box 565, Concord, MA 01742.

CUBA Winter 1982 Program: Our fourth season of rail tours to Cuba will again concentrate on sugar railroad steam action including the best of the systems seen before as well as ones previously unknown. Examine the fabulous Hershey Cuban interurban, main line railroads and industrials. linesiding will be featured along with shed and workshop visits and a small amount of sightseeing. 8 and 12 day programs will be offered. Detailed folder available from: Rail Study Tours International, 164 Maple Avenue East, Vienna, VA 22180: 703/356-8186.

SOUTH AMERICA Andean Railway Adventure, February 6-27, 1982: Travel on some of the most spectacular railroads in the world crossing the Andies on four different routes in Ecuador, Peru, Bolivia, Chile and Argentina. Visit the G&Q with fantastic steam mountain action, The Central of Peru, Cuzco and Machu Pichu, Southern Ry. to Puno, Lake Titicaca, La Paz, Arica-La Paz Ry, Tocopilla al Toco, Antofagasta and C-14 line to Tucuman. There will be many opportunities for sightseeing enroute. $2195 from Miami, share twin room basis. Detailed folder available from: Rail

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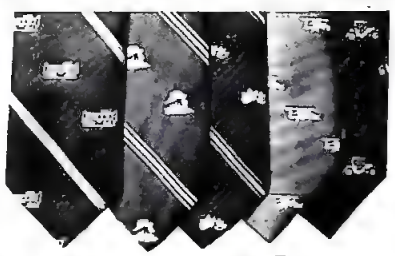

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RAILROADIANA MEETS

CLEVELAND, OHIO, October 3. O-scale only flea market at Strongsville Holiday Inn, Rte. 82 and I71, 10:00 a.m. to 5:00 p.m. Admission $1, tables $7. Hosted by Western Reserve O-Scale Club; contact: Wm. Kovacs, 3611 W. 103, Cleveland, OH 44111; 216/251-6377.

ALBANY, NEW YORK, October 11: Capitaland Train Meet at Polish Community Center, Washington, Ave. Ext. 10:00 a.m to 4:00 p.m. Tables $8.50 ($10 00 at door). Admission: Adults $1.50, Children 75¢. Contact. Len Weiter, P.O. Box 3300, Schenectady NY 12303 508/372-9124.

CRANFORD, NEW JERSEY, October 11. Railroad Antique Show, 10:00 a.m. to 5:00 p.m. at the Coachman Inn, Exit 135 Garden State Parkway. For dealer information, contact: B&W Promotions, 35 Nordhoff Pl., Englewood, NJ 07631.

WENATCHEE, WASHINGTON, October 17 Ceremony marking the 89th Anniversary of the Great Northern Silver Spike at the North Central Washington Museum with a model railroad show from 1:00 to 4:00 p.m. and an address at 7:30 p.m. by Dr. Albro Martin, railroad historian and author from Harvard University. Free admission. Contact: Chuck Strawn, 127 S. Mission, Wenatchee, WA 98801; 509/662-4728.

CHICAGO HEIGHTS, ILLINOIS, October 24. Railroadiana Show & Sale sponsored by the Illinois Central R.R. Historical Society, Inc., at the Chicago Heights Holiday Inn from 10:00 a.m. to 4:00 p.m. (table set-up begins at 7:30 a.m.). Public admission free; tables $10 in advance. Contact: Dave or Nita Fraser, 270 Raye Dr. West, Chicago Heights, IL 60411; 312/754-3194.

SPOKANE, WASHINGTON, October 25. Fifth Annual Inland Empire Model Show & Swap Meet from 10:00 a.m. to 4:00 p.m. at Spokane Interstate Fairgrounds, North Havanna between East Sprague and East Broadway Avenues. Admission $2, tables $5 (8:00 a.m. set-up). For info send SSAE to: Lee Tillotson, S. 2627 Southeast Boulevard, Spokane, WA 99203; evenings 509/535-8417.

DEARBORN, MICHIGAN, October 25. The Redford Model Railroad Club presents "Trainorama '81." Sell and swap railroadiana and model railroad equipment. Railfan films and operating layouts featured. Edsel Ford High School, 20601 Rotunda Dr. between Oakwood Blvd. and Outer Dr. 10.00 a.m. to 5:00 p.m. Admission $1:00 per person or $2.50 per family. Contact: Larry Wolohon, 22439 Olmstead, Dearborn, MI 48124; 313/277-2536 (evenings).

FLORISSANT, MISSOURI, October 31. McDonnell Douglas Railroad Club "Railroad Show and Swap Meet," 9:00 a.m. to 3:00 p.m. at Cross Keys Shopping Center Mall, New Halls Ferry and Lindberg Blvd. Free admission. Advance space $4.00, at door $6.00. Contact: Lonnie Boster, 12457 Larkwood, Creve Coeur, MO 63141; 314/434-5980.

WASHINGTON, D.C., October 31-November 1. "Greenberg's Great Train and Miniature Show" with model trains, railroadiana, railroad historical associations, movies, doll houses and miniatures at the D.C. Armory. From Washington Beltway 495 in Maryland, take Washington-Baltimore Parkway south, exit for 295-Kenilworth Ave., then take exit marked "Downtown Washington" and follow signs. Admission $3.00, tables $30.00. Contact: Bruce Greenberg, 729 Oklahoma Rd., Sykesville, MD 21784; 301/997-3056.

GAITHERBURG, MARYLAND, November 1. Fourth Annual Gaithersburg Railroadiana Show & Sale. Gaithersburg Fairgrounds. Over 200 tables of railroad items for sale. For information send large SSAE to: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213; 703/536-2954.

TOLEDO, OHIO, November 1. Waterfront Electric Ry. Fourth Annual Model Railroad Flea Market & Displays at Lucas County Recreation Center Fairgrounds, Key Street in Maumee, noon to 5:00 p.m. Admission $1, family $2.50; tables $5 advance and $8 at door. For info send SSAE to: Charles E. Pauken, 1405 Harvard Blvd., Toledo, OH 43614; 419/382-8254.

SCHENECTADY, NEW YORK, November 1. "Great Train Extravaganza" featuring railroadiana and model railroad sales, operating layouts and historical displays. 10:00 a.m. to 4:00 p.m. at the IUE Hall, 121 Erie Blvd., about three blocks from the Amtrak station. Sponsored by the Upstate Train Associates and the Mohawk & Hudson Chapter NRHS. Adult admission $1.75, children 75¢. For additional information send SSAE to Mohawk & Hudson Chapter NRHS, P.O. Box 523, Schenectady, NY 12301.

INDIANAPOLIS, INDIANA, November 7. First Annual "Crossroads of America Show & Ssle" at the Missions Building Auditorium, 5300 E. Washington St. (U.S. 40) then three blocks south. 10:00 a.m. to 5:00 p.m. Admission donation $1.00. Contact: Larry Woodard, 5447 University Ave., Indianapolis, IN 46219; 317/353-8545.

ROSEVILLE, CALIFORNIA, November 7-8. International Railfair '81 Model Railroad Show at Jones Hall, Placer County Fairgrounds, 10:00 a.m. to 5:00 p.m. both days. Adult admission $2, children $1 (discount coupons at local hobby shops). Contact: Gene Mayer, 4349 Virgisell Ave., Carmichael, CA 95608; 916/482-6049.

RYE, NEW YORK, November 8 Westchester Model Railroad Club Train Meet at Rye High School cafeteria, noon to 4:00 p.m. Corner of Parsons Street and U.S. 1 (Boston Post Road). Admission $3 (spouse free), ages 12-15 $1, under 12 free. Tables: 6', $7, 4' round, $4. Contact: Bob Wilson, Box 358, Rye, NY 10580, 914/967-7810.

FORT MEYERS, FLORIDA, November 14. Cape Coral Railroad Club Annual Exhibit & Swap Meet at Ft. Meyers Public Library, 10:00 a.m. to 4:00 p.m. All gauges and live steam. Free admission. Contact: Bruce Raykiewicz, Route 14, 128 Isle of Pines Ave., Ft. Meyers, Fl 33905, 813/694-4054.

PIQUA, OHIO, November 22. West Central Ohio Model R.R. Club Flea Market at the National Guard Armory (Rte. 36, ½-mile west of I75) from 11:00 a.m. to 5:00 p.m. (dealer set-up 9:00 a.m.). Admission $1. Contact: Doug Short, 624 Highland Ave., Sidney, OH 45365; 513/492-2059.

HAUPPAUGE, LONG ISLAND, NEW YORK, November 28-29. Greenberg's Great Train, Miniature & Toy Show at Colonie Hill, Exit 57 off Long Island Expressway, left at light, then 1½ miles. Admission $3, tables $30. Contact: Lois Barger, 729 Oklahoma Rd., Sykesville, MD 21784, 301/997-3056.

PITTSBURGH, PENNSYLVANIA, November 28-29. Greenberg's Great Train, Miniature & Toy Show at Greater Pittsburgh Merchandise Mart, Monroeville, Penna. Turnpike to Exit 6, then two miles west on Business 22. Admission $3, tables $30. Contact: Lois Barger, 729 Oklahoma Rd., Sykesville, MD 21784; 301/997-3056.

WESTMINSTER, MARYLAND, November 29. Eighth Annual Westminster Non-Affiliated Train Meet at Reese and Comm. Fire Station on Rte. 140 between Westminster and Reisterstown, 9:00 a.m. to 4:00 p.m. Tables $5. Contact: John A. Baker, 936 Hughes Shop Rd., Westminster, MD 21157; 301/848-1009.

WESTWOOD, MASSACHUSETTS, December 5. New Haven R.R. Historical Society Fifth Annual Train Show at St. Margaret Marys Church Hall, 845 High Street, 10:00 a.m. to 4:00 p.m. Operating layouts, dealer displays, railroadiana and model displays, sales and swap. Admission $1 adults, 50¢ children. Contact: Wm. Wheeler, 119 Fisher St., Westwood, MA 02090; 617/326-6348.

NIAGARA FALLS, NEW YORK, December 5-6. Toy Train Collectors Society Train Show, Sale & Swap Meet at Niagara Falls Convention Center, 4th Street, Saturday 1:00 to 6:00 p.m. and Sunday 11:00 a.m. to 5:00 p.m. Adults $1, kids 50¢. Contact: Terry Lemieux, 267 69th St., Niagara Falls, NY 14304; 716/283-0047.

PHILADELPHIA, PENNSYLVANIA, December 5-6. Greenberg's Great Train, Miniature & Toy Show at Philadelphia Convention Center, I76, Schuylkill Expressway to University Ave. and follow the signs. Noon to 9:00 p.m. on Saturday and 11:00 a.m. to 5:00 p.m. on Sunday. Admission $3, tables $30. Contact: Lois Barger, 729 Oklahoma Rd., Sykesville, MD 21784; 301/997-3056.

BALTIMORE, MARYLAND, December 12-13. Greenberg's Great Train, Miniature & Toy Show, 11:00 a.m. to 5:00 p.m. each day at Baltimore Convention Center, Pratt and Charles near Harbor Place. Admission $3, tables $30. Contact: Lois Barger, 729 Oklahoma Rd., Sykesville, MD 21784; 301/997-3056.

WILLIAMSPORT, PENNSYLVANIA, December 13. Whistle Stop Train Meet at Hepburnville Township Fire Hall, 7 miles north of Williamsport on 973 East one mile off Rte. 15. 9:00 a.m. to 4:00 p.m. Admission $1.50, kids under 12 free. Contact: Jim Stabley, 208 Beech St., So. Williamsport, PA 17701; 717/323-8883.

BOSTON, MASSACHUSETTS, December 19-20. Greenberg's Great Train, Miniature & Toy Show at Northeast Trade Center, Rte. 128 Exit 39 and follow signs. 11:00 a.m. to 5:00 p.m. each day. Admission $3, tables $30. Contact: Lois Barger, 729 Oklahoma Rd., Sykesville, MD 21784; 301/997-3056.

McINTOSH, FLORIDA, January 16 through May 29, 1982. Railroad Flea Market each Saturday at McIntosh (between Gainesville and Ocala on U.S. 441) Historic Railroad Depot, 10:00 a.m. to 5:00 p.m. Table space $4 in advance and $6 at door, bring your own tables. Contact: Mrs. Sandy Wiedegreen, P.O. Box 111, McIntosh, FL 32664; 904/591-2467.

ORGANIZATIONAL NOTICES

THE RAILROAD HISTORICAL SOCIETY OF MAINE is being formed by a group of rail enthusiasts in the Portland area to encourage interest in contemporary Maine railroading and to preserve historinal railroad information and artifacts relating to Maine. Of special interest are Maine Central and Bangor & Aroostook. Contact: The Railroad Historical Society of Maine, P.O. Box 8057, Portland, ME 04104.

RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY, INC., has a new address: P.O. Box 1194, Boston, MA 02103. Membership is open to all railroad history enthusiasts; dues $15 per year, including excellent *Railroad History* publications.

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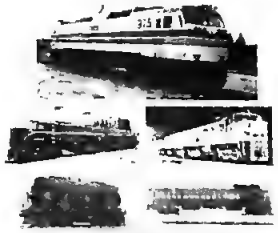

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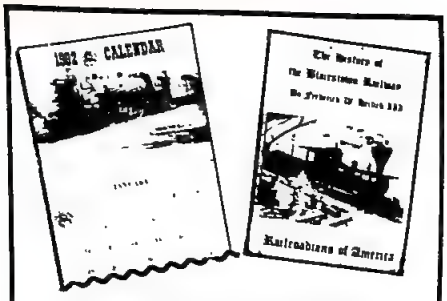

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We'd like you to meet...

Mike Burke

Mike Burke is a 33-year-old television reporter and freelance writer who lives in Carbondale, Colorado: the jumping off point for the old Crystal River & San Juan narrow guage line. Born in New York City, he fell under the steel rail's spell at the age of five when his grandfather (a machinst for the Pennsylvania Railroad) took him to the Philadelphia yards for a close-up look at an engine. Mike spent part of his boyhood in Allendale, N.J., along the Erie main line.

"This was just after the Erie merged with the Lackawanna," he says, "and four-track railroading with quartets of FTs, F3s and FAs were the rule. I used to time my paper route so I'd be at a grade crossing to watch NY-98, the line's top time freight, flash past on its way to the Big Apple."

Mike attended the University of Notre Dame, then was drafted by Uncle Sam. A tour in Viet Nam gave him a chance to appreciate another kind of machine: the helicopter. He flew Medevac's with the 1st Air Cav and managed to come home without a scratch.

"My appreciation of narrow-guage railroading didn't take hold until I moved to Colorado in early 1978," he admits.

"I think you have to visit these mountains, look at them, walk on them and touch them before you can really appreciate what an impossible thing some of these lines were. Rails were pushed to valleys and towns that are still almost unreachable, even with a Jeep.

"And the human element is often overlooked. It took an amazing amount of skill to nurse the early 2-8-0s up the grades. The engineer had to keep up enough speed to make the hill, yet not so much as to jump the next sharp curve. Mountain railroading was something else."

Mike works for TV station KBTV, the ABC affiliate in Denver. He covers Western Colorado as head of a two-man bureau. "My staff (film photographer Tom Baer) and I hold our meetings on the tailgate of our truck," he laughs.

The photos Mike took for his article on the D&SNG were obtained with a Pentax M-E (28mm, 50mm and 135mm lenses) and an older Pentax Spotmatic (24mm lens). Kodak Tri-X was used for the black & white, and he uses Ektachrome 400 for color.

Mike's other passions (he has no "interests," only passions) include skiing, jazz, bluegrass, folk music and collecting old guitars and banjos. He's a bachelor who shares a solar-heated townhouse with his cat, Morris. The Silverton story is his first article for a railroad publication.

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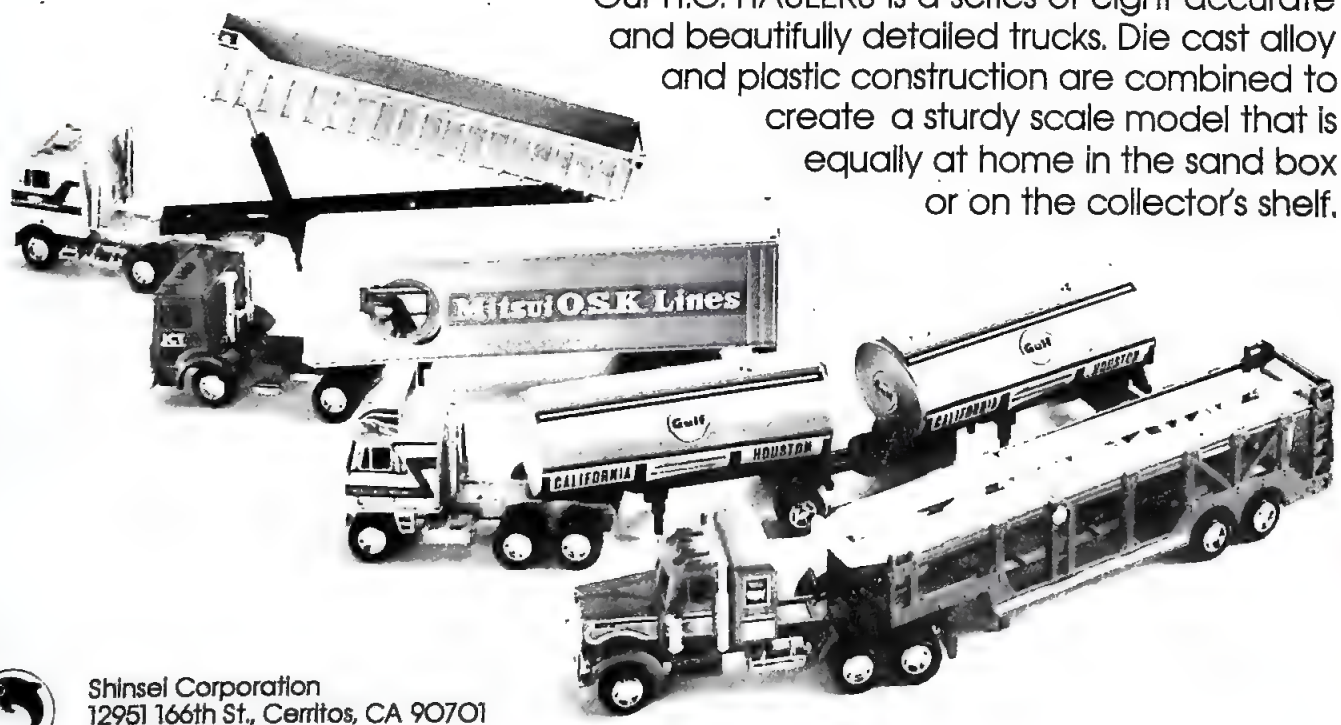

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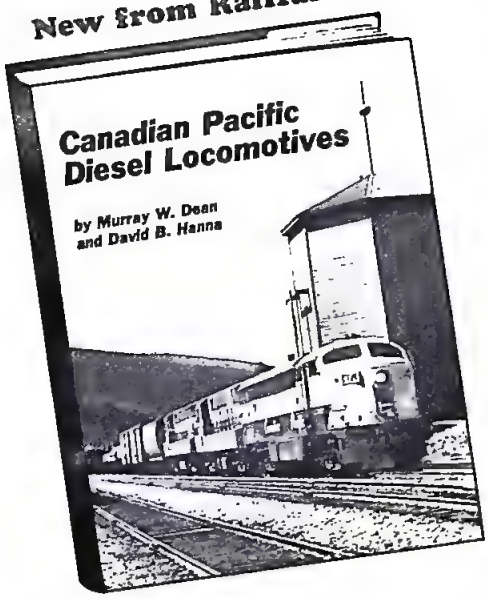

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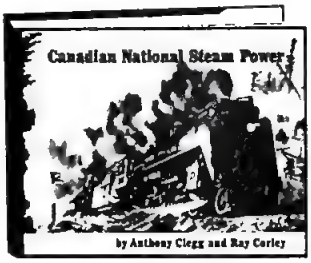

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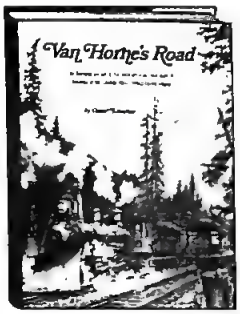

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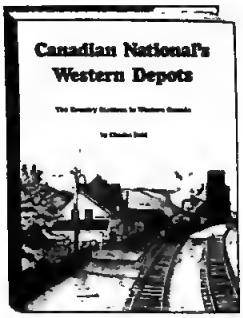

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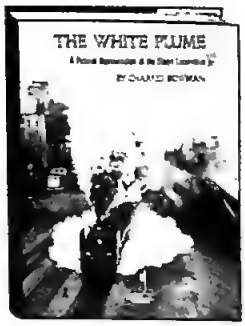

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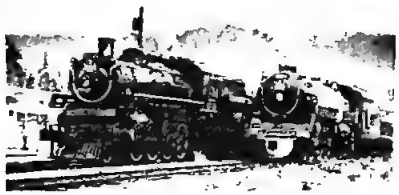
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Camera Bag

BY JIM BOYD

Buying a slide projector

Well, the time finally came to get a new 35mm slide projector. My dear old Sawyers 550ER is still cooking along as good as ever, but I've managed to foul up the second stack loader in as many years—and all the camera shops around here say those stack loaders aren't made any more. Sawyers sold out many years ago (I bought my projector about 1963) to GAF which subsequently ceased manufacture of the line in 1977. Although GAF still supplies repair parts for the projectors and at least three other companies make slide trays that will work in the Sawyers/GAF projectors, GAF confirms that the stack loaders are no longer available. Since I depend heavily upon stack-loading, something had to be done.

Looking over the market and knowing what most of my railfan acquaintances have in the line of slide projectors, there was only one obvious choice: a Kodak Carousel. While there are other projector systems on the market, I've not found one as universally accepted, rugged and reliable as the Carousel.

The Carousel projector has one big advantage over my old Sawyers, and for that reason I have always kept my best "programs" in Carousel trays and borrowed a projector either from Hal Carstens or Wayne Daniels whenever I had an important show to present. The Carousel has an internal shutter, and when the slide is changed, the shutter first drops to instantly darken the screen. The slides are changed and then the shutter pops open to reveal the picture on the screen. The Sawyers, by contrast, has a shutter that "follows" the slide, and the audience sees each image yanked sideways off the screen and the next one moved into place.

With the large number of slides that I generate and with the variety of uses I have for them, I discovered many years ago that keeping the bulk of my slides in rotary trays was extremely confining and very expensive—if you pull one slide out to use elsewhere, you leave a gap in the tray and must shuffle all fore or aft to fill the hole, a time-consuming nuisance. Thus I became addicted to stack loaders. I keep my slides in their original yellow 36-slide boxes or line up the bigger programs in boxes of varying sizes (fellow modelers will appreciate that almost all of my unbuilt Athearn kits have no tops to their boxes, as I've found that HO boxcar kit box tops make handy slide boxes). I have about 30 or 40 Sawyers rotary trays containing programs, and I will kept my old projector serviceable to run them without having to change slide trays for the time being. Any new programs will, of course, go into Carousel trays if they go into any trays at all.

A word here about slide trays. If you are giving a program to an audience, *never* use the 140-slide Carousel trays. They are very handy for holding a lot of slides, but the slightest imperfection or ding in a slide mount is an invitation to a malfunction (I watched a program the other night made up of slides all less than two years old, and probably one out of 30 stuck in the reel; he was using, of course, the 140-slide trays). The 80-slide trays, on the other hand, are the most reliable rotary trays I've ever encountered with a virtually 100% performance even with old and battered slides. Angling a Corousel projector upwards aggravates the malfunction problem with any size tray or stack loader, but that 80-slide tray can cope better than any other system I've used. They are a little more bulky and expensive because you use more of them, but their projection reliability makes them, in my opinion, the *only* way to go for really important programs.

Okay, what Carousel to buy? All of the Kodak Carousel projectors have essentially the same "innards" and optics and will project

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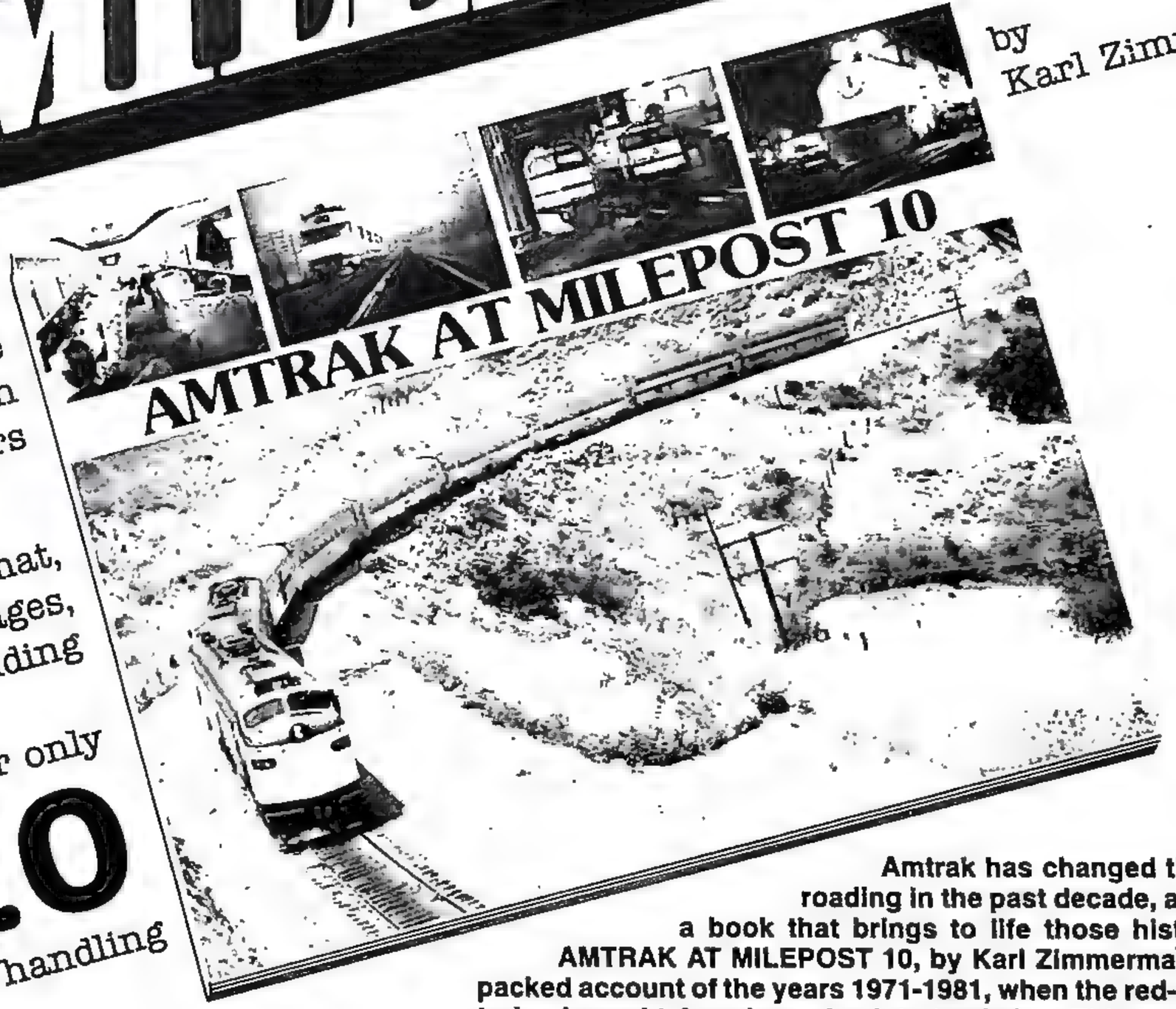

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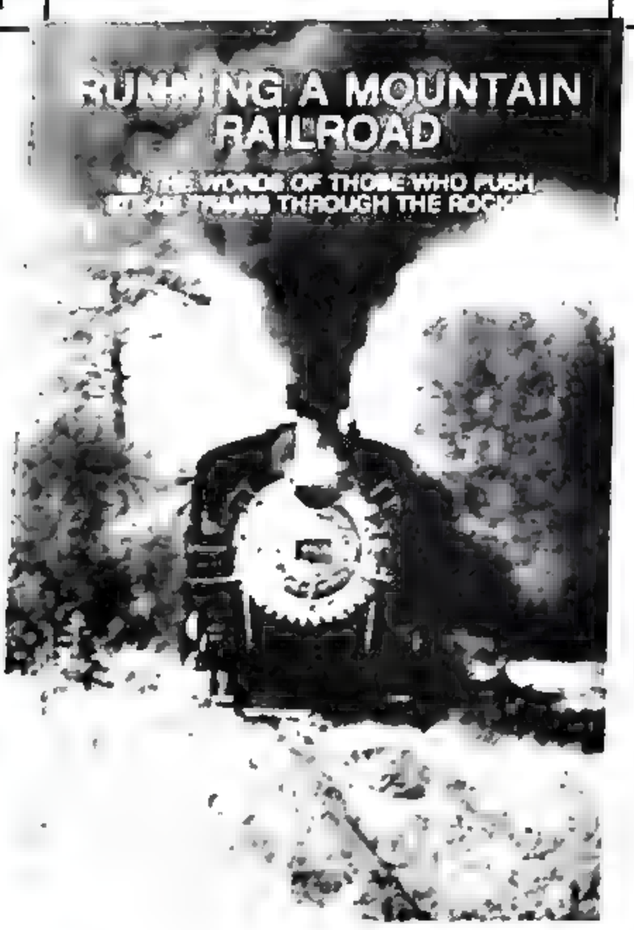

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equally good images. What you are paying for in their present series, ranging from about $100 to $330, is the variety of options you select. Incidentally, the present line of "H" series projectors is about to be replaced with the new "4000" and "5000" line at an across-the-board price increase of $50 to $100, so if you want a high quality new projector at the "old" prices, now would be an excellent time to get a Carousel H-series, as the new series don't appear to have any features that would make them significantly better.

The basic Carousel H is the 600H, listing just over $100. Like the rest of the series it uses the 300-watt ELH quartz-halogen bulb that gives a projection brightness equivalent of a 500-watt bulb. This economy model has manual focusing and a select-lever advance on the projector case. The next model up is the 650H with push-button forward and reverse but manual focus (my old Sawyer 550ER had this arrangement, and the lack of automatic or remote focus made the remote advance almost useless because you had to stay within arm's reach of the projector to trim the focus). The 750H solves this problem with a push-button forward/reverse and a focus-control on the remote control box; this projector lists at about $200. For about $35 more is the 760H with automatic focus and remote push-button forward/reverse; this was the projector that I selected as giving the best combination of features for the money. I have had a lot of experience with the automatic focus, and the Carousel system is rugged, quick and reliable as long as you don't mix types of slide mounts (thick versus thin cardboard, plastic or glass). Since virtually all of my slides are in standard from-the-factory Kodak cardboard mounts, the auto-focus has worked well for me. The top of the "intermediate" H-series line is the 850H at about $255, which is the 760H with an automatic timer added, a feature which most railfans can live very easily without. (Incidentally, the prices I'm quoting are Kodak's recommended list, and most dealers sell for slightly less.)

At the very top of the H-series are the two Custom 850H and Custom 860H models in a little fancier wood-grained case and with a more convenient power cord reel on the bottom. The Custom 860H at about $330 is the only one with both automatic-focus and a focus override on the remote control box. This is a very handy feature if you're willing to spend the extra money to get it.

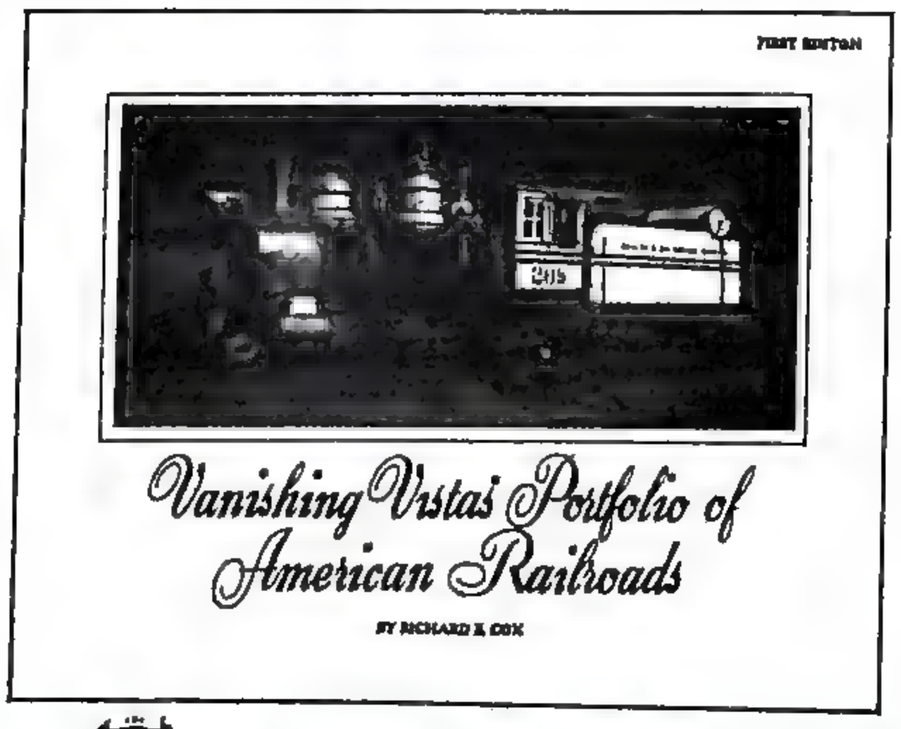
The Carousel projectors will take a variety of Kodak lenses, the most common being the 102mm f2.8 or 127mm f2.8 "Ektanar C" curved-field projection lenses or a 100mm-to-150mm f3.5 zoom. The curved-field lenses compensate for the fact that virtually all cardboard-mounted slides bow slightly outward away from the emulsion. With a "normal" flat-field lens, this causes the typical focusing problem of having the center of the slide in focus with the edges out of focus—or the edges in focus and the center out. This situation is particularly critical with the automatic-focus feature. Although all slides do not have precisely the same curve, they all do tend to curve in the same direction, and the curved-field lenses are calculated to work within the typical average range of deflection. When I bought my projector, my dealer didn't have in stock the lens I wanted, so I tried a flat-field 100mm-to-150mm zoom and found the edges-out-of-focus problem to be very noticeable; I have the curved-field zoom of the same model on order—and the curved field lens is actually $5 less expensive! (Incidentally, I prefer to deal with my local camera shop; while I might have saved $20 or $30 on the whole deal by going to a discount house, the ability to "try this one and if you don't like it we'll swap it for a different one" with my local dealer was well worth the price difference to me.

I selected a zoom lens because I am often called upon to give programs in rooms of vastly different sizes. If you only show slides on your own screen in your own living room, get a fixed-focus lens that fits the room/screen and save the cost of the zoom: The shorter the focal length of a lens the larger image it will project at a given distance. If you have a small room but a fairly big screen, go for the 102mm lens; for a bigger room and the same screen, try the 127mm. The 100mm end of the zoom gives a big image for a small room, while the 150mm end will throw the image a longer distance for use in a big room like a typical railroad club meeting.

The fixed lenses are generally f2.8, which will permit them to project a slightly brighter image than the f3.5 zoom at the same distance. While I have not compared them side-by-side myself, friend Max Robin has and says the difference is hardly detectable.

Any Kodak Carousel projector that has a remote control box can be adapted to Kodak's "special effects" units like the sound-synchronizer which keys slide changes to a silent signal on a tape recorder narration or their dissolve control for coordinating two projectors for alternating and fading projection in programs.

As I mentioned before, Kodak is about to "improve" its line of Carousel projectors, so now might be a very good time to buy an H series before the prices go up.



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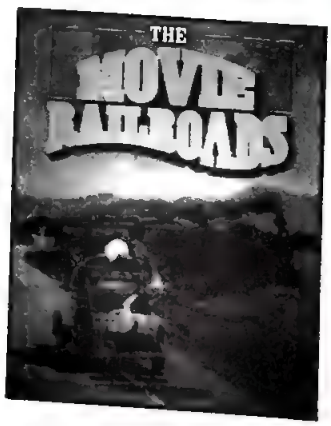

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Transit Topics

Canadian Cities opt for untested

LIGHT RAIL proponents received serious setbacks in June when two Canadian municipalities selected an entirely new type of transit technology for their proposed systems. Called "Intermediate Capacity Transit System" by its inventors, the Urban Transportation Development Corp. of Toronto, this new system was built and tested at UTDC's Kingston, Ont., plant over the past decade. It consists of compact electrically-operated steel-wheel trains that run on a concrete guideway at grade, on elevated concrete guideways or underground tracks if necessary. It is especially designed to take advantage of tracks on an overhead guideway that will produce minimal impact on neighborhoods and no traffic disruption at cross streets as it passes overhead.

The Vancouver Urban Transit Authority in British Columbia opted for the ICTS for its 14-mile line to run from downtown Vancouver to New Westminster. The Vancouver contract with UTDC's wholly-owned subsidiary, Metro Canada, calls for the 14-mile system to be completed by 1986 in time for it to operate for Transpo '86, an international transportation exposition to be hosted by Vancouver. The system will cost $650 million.

Additionally, at Toronto the Scarborough Town Council reversed its plans for a four-mile light rail line from the end of the TTC subway at Kennedy terminal to Scarborough Town Centre. After visiting the UTDC test track at Kingston, Scarborough voted for the new ICTS technology even though it will exceed light rail in costs by $31 million!

ICTS cars are 40 feet long—their reduced size being intended to keep their visual impact low on elevated alignments which will constitute most of their right-of-way. Trains can run with up to six cars, and cruising speeds are 45 m.p.h. on the concrete guideways built 20 feet above ground with support columns on both sides every 100 feet. Cars are powered by electric linear induction motors that are also used for braking and get power from a continuous steel plate set between the running rails.

UTDC claims that lower maintenance costs are expected because liner induction motors have no moving parts to wear out. A new type of *steerable* truck under the cars allows the wheels to follow the rails through curves, resulting in less noise and reduced wheel-on-rail wear, especially on curves. Cars will have automatic train control, allowing a single man to control several trains from a central location through a cable on the rail that connects with antennas on the car trucks. We do not know if there will be crews on the automated trains or how much consideration has been given to this single factor in considering costs.

It's almost incredible how much of this story brings back memories of a dozen years ago when officials at Pittsburgh, Pa., were so adamant in promoting their *Skybus* against all local opposition. We hope that the Vancouver and Scarborough officials will have a much better project for their efforts, especially considering the additional costs over light rail and a product that has seen tests only on a short track at Kingston in the past few years.

SAN FRANCISCO'S last weekday trolley service on Market Street came to an end on June 17, 1981, when the J-Church line was rerouted into the Market Street Metro subway. This completed the conversion of all five Municipal Railway lines into the downtown subway service. Since the Muni subway did not run on weekends, service along Market Street continued on Saturdays and Sundays for a couple of months thereafter.

The Market Street car tracks will be retained after the end of the weekend service until a final determination of their use is made. At present there are plans for operating old trolleys on the downtown street and possibly connecting these rails with the new line being considered along the Embarcadero waterfront to provide a nostalgic ride in old-type trolleys from the Ferry building to Fisherman's Wharf.

We thank our readers who sent us the news of the J line conversion. It apparently was carried in newspapers in all parts of the U.S., usually with a headline indicating (as in our own local newspaper) the erroneous fact "San Francisco street cars to rumble no more." That may have seemed a possibility years ago but, fortunately, times have changed for the better.

A year ago we reported an accident in the Metro subway when a light rail car lost power and rolled several thousand feet into the tunnel colliding with another car stopped there. The speed of the collision was such that the "A" end of car 1252 and the "B" end of 1222 were damaged beyond repair. Muni shop crews have completed the rebuilding of a single car from the wreck. The car that has emerged from the wreck is now 1252. The loss of 1222, along with the end of PCCs, will cut the number of LRVs on Muni for a while, however, it has been assured by Transportation Secretary Drew Lewis that funds for purchase of 15 more LRVs (rejected by Boston) are still intact.

S.F. Mayor Feinstein continues to support a Charter amendment that would allow $1 fares on the cable cars, although such a proposition was turned down by the voters a year ago in a close vote. She contends that revenues are increasing at a rate of 5.6% a year, but costs are increasing 11%. She feels that such an increase in cable fares would be viewed as evidence by the Reagan Administration, to whom it may look for assistance, that the city is making an effort to pay its way with transit fares. Muni is presently trying to cut down a deficit of $55 million.

Alternative plans to a complete closing of the cable lines for repairs from 1982 to 1984 have been proposed at costs of from $4 and $7 million, and local help is being sought. Several businesses along the cable routes may close because of the shutdown. A donation of $1 million has already been received from United

BY STEVE MAGUIRE

ICTS over Light Rail

Airlines and more donations are hoped for. We thank our S.F. correspondents Tom Swinney and Paul Merland for this news.

CHICAGO, too, is having problems keeping its transit lines running. Basic fares are up to 90 cents and apparently on the way to one dollar on CTA trains and buses. Commuter railroads (ICG, BN, C&NW and Milwaukee) fares have gone up from 58 to 80 percent while suburban bus lines (those still running) are up to almost double in fares. Yet, Regional Transit Authority is in financial trouble because the money from the state sales tax that it received is not enough to pay its costs. To add to the problems, riders are being caught with counterfeit passes produced by a color copying machine. Only the imperfection in silver loco copying brought them to the attention of a trainman. More incredible, counterfeit CTA transfers, almost indistinguishable from originals, are being produced and sold by art students at a local college, according to the *Sun-Times!* We thank Steve Scalzo, Chicago, and Dave Nelson, of Charlottesville, Va., for this news.

TWO NEW light rail operations have opened in North America this year. In Canada, Calgary Transit, a 7.7-mile line from a downtown street-mall to Anderson Road commenced running late in May over a right-of-way that is primarily on the surface, except for two underground stretches of track near the Stampede Grounds. Commencement of operation was marred by an accident a couple of days after opening at a switch in the downtown street area when one car of a moving train collided with a stationary train, causing damage to both trains and minor injuries to 21 persons.

San Diego Trolley, Inc., commenced regular operations on its 15-mile light rail line to the Mexican border at San Ysidro on July 26th, after a week of special trips commencing July 19th. This line operates on the surface, running from the Santa Fe depot in downtown San Diego along the streets until it reaches the private right-of-way of the San Diego & Arizona Eastern R.R., over which it runs all the way to the Mexican border.

The San Diego and Calgary lines (and Edmonton, too) use the "No Barrier" fare system so common in Europe. Passengers purchase tickets before boarding the car and are subject to being asked to show a validated ticket if an Inspector appears and asks for proof of fare payment. Lacking same, the passenger is subject to stiff penalties to be levied by the Inspectors.

SOUTH SHORE LINE recently ordered 36 new passenger cars from Sumitomo, but officials of the Northern Indiana Commuter Transportation District have been concerned because projections of increased traffic in coming years indicate that as many as six additional cars will be needed to carry passenger loads as they increase.

We are glad to report that the Indiana legislature has passed and Governor Robert Orr has signed into law legislation that is expected to provide funds for the additonal cars. The legislation grants the NICTD authority to issue bonds, and it further allows it to receive all state income taxes paid by the South Shore and all property taxes levied upon it by the counties through which the line operates. These sums should be enough to allow the purchase of the additional new cars, says Prof. George M. Smerk of Indiana University.

PITTSBURGH'S Port Authority has completed rebuilding of the first of 45 PCC cars at its South Hills shops. The rebuilding job cost $250,000 and is being financed by a $4.7 million grant from the Urban Mass Transportation Administration. The rebuilt cars are being numbered in the 4000 series and will be used on the South Hills lines now being upgraded for light rail operations. They will be augmented by 55 new cars to be purchased for delivery late in 1984.

The rebuilt cars retain only their original trucks and side panels. New ends have been fabricated from a fiberglass-like plastic, and the underfrmes are all new. Controls have been modified so that operators can adapt easily to running the rebuilt PCCs and the future light rail vehicles.

The Port Authority now has 92 PCCs left out of a total of 666 that were once in operation, and the newest of these cars was built in 1949. It is expected that the rebuilt cars will be able to operate to the end of the century. We thank Jim Cerny of Pittsburgh for this news.

Last May, PA officials visited several European light rail and tramway systems and builders to explore their capability to build new cars that will adapt to Allegheny County's difficult terrain and environmental conditions, according to PA Board Chairman Donald H. Hoffman, who noted, "We are making every effort to avoid technical and mechanial problems experienced by other cities recently purchasing LRT vehicles." The PA group has been working with a consortium of representatives from other transit systems, including Portland, Buffalo, Philadelphia and New Jersey, that are planning on new vehicle procurement.

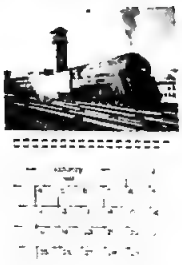
PA has also awarded a contract for construction of a new maintenance shop at the South Hills Village terminal that will replace the present South Hills Junction trolley facility. The new shop building will have 148,000 square feet and will cost almost $7½ million.

In downtown Pittsburgh, work has begun in prepration for construction of the new downtown subway line and its Midtown station, which will require relocation of two blocks of Sixth Avenue between Fifth and Grant and the closing of portions of Bigelow Boulevard and Centre Avenue. The net effect will be an improved traffic pattern above the subway and elimination of three street intersections that have been the most troublesome traffic bottlenecks in the downtown area.

1982 ALL PENNSY CALENDAR

Since 1966 we have been bringing you superb photos of the Pennsy RR featuring photos by Don Wood. Now, for the first time, a full color photo, of 2-10-0 4628, is included for January. For 1982 we also present two 1930's photos of a K2s and an N1s. The balance of the photos include K4, GG1, I1, GP9 and F3 locomotives. All photos on this 16x22 twelve page calendar are 11x14, printed on pebble grain paper suitable for framing.
$5.25

1982 COLOR WALL CALENDAR



This popular railroad calendar features your favorite roads in full color. The 1982 edition includes CV, NKP, GN, FEC, MC, WM and other quality steam and diesel scenes. Calendars have thirteen 8½x10¾ photos, open to 10¾x17 inches, are plastic bound and have room for your memos.
$4.75

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Each additional 12 cards $1.50

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Railnews

C&NW'S HURON ALCOS No sooner did we commit to print the "Alco Country Update" in our last issue than the C&NW finally followed through on its long-rumored transfer of the Minnesota and South Dakota Alcos to Escanaba, Michigan, and Green Bay, Wisconsin. The active units transferred to Green Bay's care are C425s 401-404, RS36 405, RS3/11 hybrid 1613 (renumbered 4250), RS11 4251 and RS32s 4240-4249. Slugs BU40 and BU41 are reportedly stored at Green Bay, while the C425s have been working the Escanaba ore docks and occasionally straying out on ore jobs and locals. The RS32s tend to concentrate in Green Bay where they are used primarily as yard power, while a couple have been showing up on the Appleton local. Green Bay has responsibility for the ex-N&W high-nose C628s used in the ore country, and its 251 family now numbers something over 40. Green Bay also has in its care the C&NW's only other non-EMD units, Cummins-powered "HE15" Geeps 4252 and 4253, plus GE 32-ton centercabs 1198 and 1199 working the Escanaba docks. The RSD4s and RSD5s appear to have been traded in to Precision National on that massive fleet of ex-RI Geeps that has taken over the Huron line, but at least one, RSD5 1689, has gone to the Chicago, Madison & Northern where it has been running recently in full C&NW livery on the Janesville-Mineral Point segment. Greg Nazarow reports the "bones" at Huron of RSD4 1619, RSD5s 1665, 1666 and 1685, along with RS3/11 hybrid 1624, all stripped.

SOUTHERN PACIFIC 0-6-0 We concluded our "Steaming to Sacramento" article in the last issue with the commentary that the Southern Pacific had "... loaded 0-6-0 1269 aboard a flatcar and had it headed for four days of operation for Railroad Days at Dunsmuir." That part *was* true, but transportation difficulties in the short time available caused the move to be cancelled. Karl Koenig reports that it was "no fault of anyone, and the intent remains intact." Railfan writer Dick Murdock acknowledges that he was to have been one of the judges of the whistle-blowing contest—which also had to be cancelled due to the lack of a whistle. The 1269 will remain at the Sacramento museum and may run from time to time this summer before returning to Castro Point.

JERSEY CENTRAL TERMINAL A new railroad has been created in New Jersey to do the in-plant switching for the L.C.P. Chemical Co. in Linden. Headed up by the Emerick brothers, the Jersey Central Terminal R.R. began operations in mid-August with an RS1, ex-Genesee & Wyoming 43, originally Chicago & Western Indiana 256, which went to the G&W in 1969. Although future plans call for the RS1 to be painted into the old CNJ green-with-yellow "toothpaste-stripe" scheme, it presently wears orange G&W colors with the JCT's variation of the "Miss Liberty" herald on the cab and nose. Although no visitors will be permitted into the L.C.P. complex where the loco shop is, the RS1 will frequently venture out of the south end of the plant during normal operations into public access areas satisfactory for photography. Work is expected to be daylight hours on weekdays, with Saturdays as needed. Jack Emerick of the JCT had been general manager of the North Country R.R. (November '80 R&R, page 2) until that road's only on-line industry shut down and its colorful Alco T6 was sent to Norfolk, Va., for storage.

MELLON UPDATE The third railroad to be pursued by Connecticut businessman Timothy Mellon turns out to be not the Bangor & Aroostook, but rather the Delaware & Hudson. In mid-July Mellon met with D&H President Kent P. Shoemaker, N&W President John P. Fishwick and a number of Washington officials to discuss a purchase of the ailing D&H.

D&H is owned by a holding company called Dereco, which in turn is owned by N&W. For the past five years it has stayed out of bankruptcy only because of Federal loans and aid from the State of New York, which fears a Conrail monopoly in the region should D&H collapse. Apparently the railroad is not highly valued by N&W, since the wealthy parent has done little to bail out its troubled subsidiary.

Acquisition of the D&H along with B&M and MEC would give Mellon's company, Guilford Transportation Industries, a 4400-mile system extending from Maine and Montreal to Buffalo and Washington. One key issue in a possible Mellon takeover of the D&H is whether the line's Conrail trackage rights would be retained. If they are not, the railroad would be considerably less attractive. There is also the matter of whether the D&H can stay out of bankruptcy long enough for Mellon to gain control. At the moment the railroad owes the Federal government $48 million and has exhausted its loan guarantees.

Meanwhile, Mellon has already acquired full ownership of the Maine Central, which passed from U.S. Filter Corporation to GTI in June for a reported $20 million. Mellon immediately replaced most of MEC's directors with his own men. And on July 8, 1981, he signed a purchase agreement with the trustees of the B&M, buying that line for $24.3 million. This agreement will not be effective until it is reviewed by the ICC and the reorganization court later this year. Indications so far are that MEC and B&M, and perhaps D&H, too, will retain their separate identities under common GTI ownership—TOM NELLIGAN.

PADUCAH SHOPS The "GP26" is the latest product of the Illinois Central Gulf Paducah Shop. Two former-GM&O GP35s have been de-turbocharged and equipped with Dash-2 electrical gear—while retaining their Alco trucks!

UNION PACIFIC The last UP E8—amid a fleet of E9s—has been donated to the Western Heritage Museum located in Omaha's Union Station, which has been closed since the start of Amtrak. The donation ceremony on July 10 coincided with the 116th anniversary of the laying of the first UP rails into Omaha. The 928 will likely remain a static display only, as its diesel engines have been removed, reports Jim Reisdorff.

Dave Seidel, whose photo of the last run of the UP E-units appeared in our January '81 issue, reports that E9As 954 and 960 have been sold for scrap along with E9Bs 968B, 969B, 973B and 974B. The UP has retained *Preamble Express* veteran E9A 951 with all gear intact at Cheyenne. The Es made their last run on the UP staff train last June, and this year's staff train on June 16 from Omaha to Sun Valley was powered by three GP40Xs, 9000-9002.

AMTRAK RS3m 106 Following an idea originated by Penn Central, Amtrak has re-engined one of its ex-PC RS3s with a 12-cylinder EMD 567 engine salvaged from an E8 (see color photo on page 2). Humpbacked RS3m 106 was rebuilt at the New Haven diesel shop as an experiment, and it went to work in July as a South Station switcher in Boston. Only about half of Amtrak's 45-unit RS3 fleet remains in service along the Northeast Corridor, as fires and other breakdowns have taken their toll. If the re-engining is a success, it could be a precedent for a program that would mean the end of the last large fleet of 244-engined Alco roadswitchers in the country. The 106 is also the first RS3 to wear Amtrak's current red/blue/platinum mist color scheme—TOM NELLIGAN.

NORTHWESTERN STEEL & WIRE The 0-8-0 fleet at Northwestern Steel & Wire in Sterling, Ill., which was retired by diesels last December, has been divided up. Three locomotives have been formally donated and should be off the property by the time you read this. No. 73 went to the Dillon Museum in Sterling (R&R May '81), the 80 to the Illinois Railway Museum in Union, Ill., and the 76 to the Depot Committee of Amboy, Ill., for display at the historic Amboy depot museum. The NS&W 10 has been slated for the museum at Green Bay in a somewhat confused arrangement concerning the sale of the remaining locomotives to an independent parts dealer, and its status is unclear at this time. Only IRM's 80 seems likely to steam again.

BANGOR & AROOSTOOK Citing a downturn in business, the BAR has taken 13 units of its all-EMD fleet out of service, leaving 21 units to run the railroad. Of the BL2s, only the repainted red and gray 54 is in service, having been brought out of storage for the *Aroostook Flyer* fantrip from Bangor to Madawaska on May 30-31. The 50-52, 55-56, and 557 are stored at Northern Maine Junction. F3s 42, 44 and 49 are in service, generally between Oakfield and N.M.J., while the 40 and 46 are stored with the BL2s. All eleven GP9s, 70-80, are in system-wide service, and all three SW9s, 32, 33 and 36 are working, with the 33 at N.M.J. and the other two at Oakfield. Very surprisingly, only three GP38s are in service (82, 83 and 88), with 81 and 84-87 in storage at N.M.J. The 82 is fresh from the paint shop after a major overhaul.

BAR officials say that the depressed housing market has caused a slump in the previously very strong lumber market in northern Maine, while a softness in the paper industry has also affected rail

RICHARD JAHN

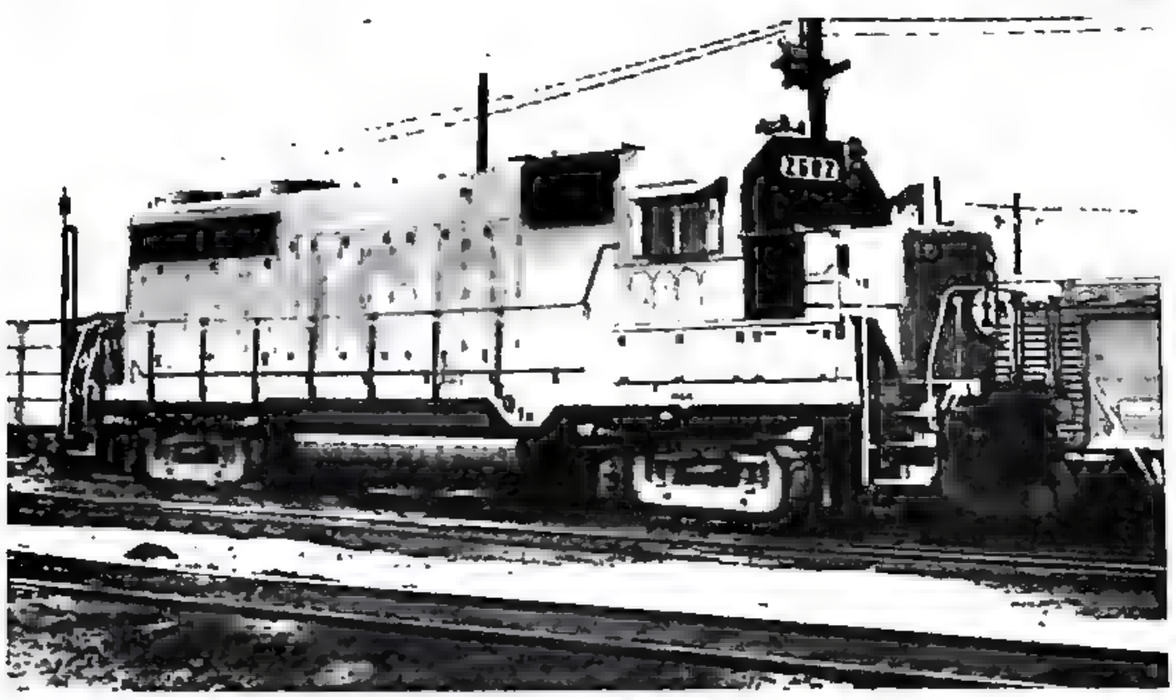
C&NW'S HURON ALCOS were transferred to Green Bay and Escanaba in June to join the ex-N&W C628s. C425s 403 and 402 were working the Escanaba ore dock on June 18, 1981. See MARKERS for more photos.

DAVID MONTE VERDE

JERSEY CENTRAL TERMINAL is a new railroad doing in-plant switching for L.C.P. Chemical in Linden, N.J. On July 29, 1981, its ex-G&W RS1 43 was at P&L Jct. in Caledonia, N.Y., after being brought down by G&W MP15s. It ran light to New Jersey.

PADUCAH SHOPS' latest creation is the "GP26," the result of removing the turbocharger and adding Dash-2 electrical gear to ex-GM&O GP35s. One of two completed to date, 2602 was at E. St. Louis on June 14.

MICHAEL A. WISE

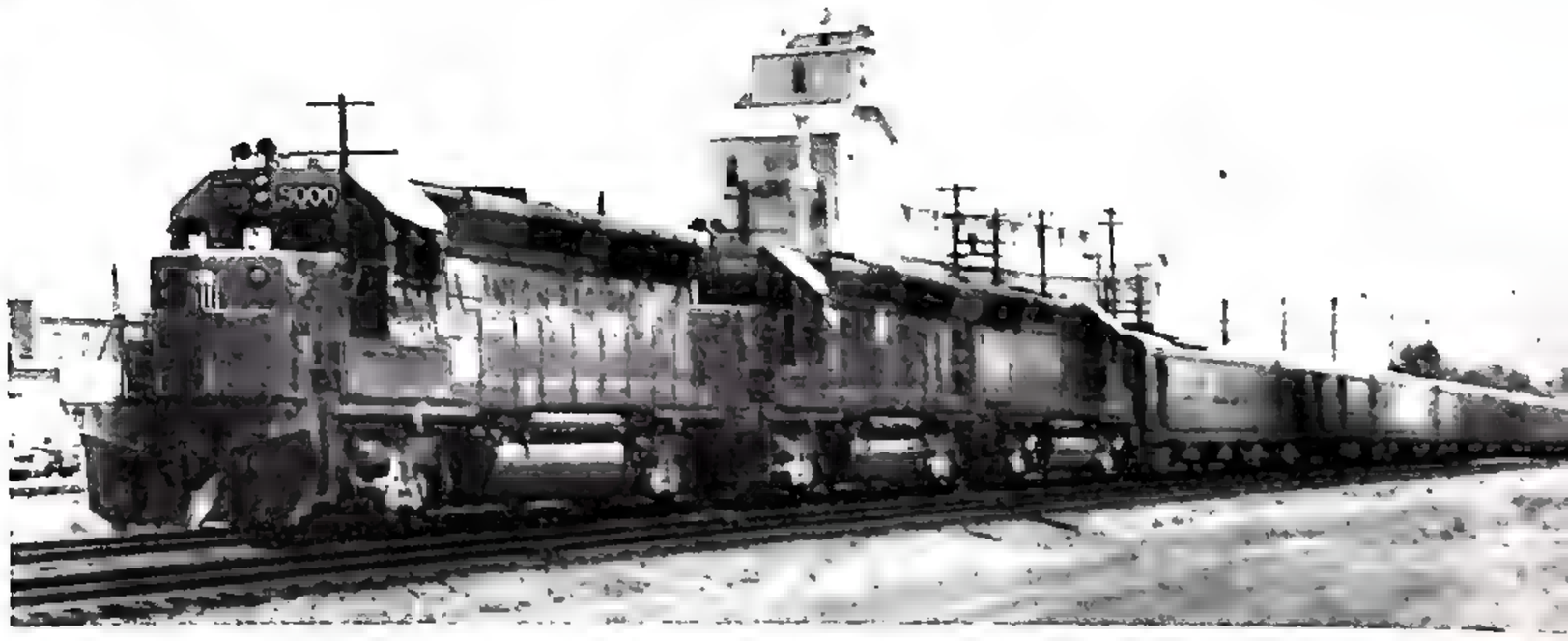


RAY SAUNDERS

BANGOR & AROOSTOOK has only one BL2 presently in service, the new paint scheme 54, which powered an *Aroostook Flyer* excursion from Bangor to Madawaska and back over the weekend of May 30-31, 1981.

JIM REISDORFF

DAVID SEIDEL



UNION PACIFIC has donated its last E8A, 928, to the Western Heritage Museum in Omaha's Union Station. UP's Public Relations Director Barry Combs (center) was being interviewed by the local media at the donation ceremonies on July 10. From the same spot where he photographed the last run of the UP E-units last year (January '81 R&R, page 27), Dave Seidel caught the 1981 staff train on June 16 at Columbus, Neb., with GP40Xs leading the 15-car consist; boiler/dorm 301 supplied steam.

Railnews

shipments. Some rail observers have questioned the storage of the modern GP38s while three ancient "chicken wire" F3s continue to run. The railroad notes that the F3s are more fuel efficient and are easier to maintain—also, the F3s have never been out on lease and have been well maintained at home while many of the previously leased-out GP38s have come back to the BAR in pretty rough shape—BRUCE OWEN NETT.

ALLEGHANY CENTRAL With the rest of its steam fleet out of service this year after 2-8-2 4501's breakdown, and with the Birmingham steam shop working on ex-C&O 2-8-4 2716, the Southern Ry. borrowed ex-CPR G5 4-6-2 1238 from the Alleghany Central tourist railroad near Covington, Va., for the filming of "Nancy," the story of Nancy Astor, for BBC television in early June and two fantrips later in the month. On June 13 it teamed up with FP7 6138 for a trip to Front Royal and then repeated the trip without the diesel on June 27. That latter trip was one of the "sound" delights of the 1981 season as the G5 ran briskly on the SR main line and made strident assaults on the many grades on the Front Royal branch with a maximum-tonnage train. On June 28 two FP7s powered a trip from Alexandria to Front Royal and then down the N&W to Shenandoah, Va., with streamlined *James Whitcomb Riley* NYC observation car 48 bringing up the rear (as it had on the June 13 trip). Owned by John Hickman and William Jenkins, the 48 has run charter trips on Amtrak's *Hoosier State* between Indianapolis and Chicago. The NYC classic had been on the KCS until 1969.

EL PASO'S SP 2-8-0 The El Paso Historical R.R. Board was successful in completing the re-fluing of SP 2-8-0 3420 in time to become the hit of the July 9 opening of the "4 Centuries 81" celebration of El Paso's 400th birthday. The 2-8-0, which had resided at the El Paso Union Depot since 1955 and was removed on March 31, 1981, was overhauled at the Wyler Industrial Works and steamed for the first time in 27 years on July 5, 1981. The EP&SW oil-burner was built in 1904. For the celebration, the 2-8-0 hauled SP's 1916 Baytown 160-ton steam wrecker—repainted into SP 1940s livery—and Mexican-built B23-7 10027. Future plans for the 3420 are tentative, but hopes are for a couple of trips to Las Cruces, N.M., on the Santa Fe and a future operating museum on city land.

READING, PENNSYLVANIA At 12:01 a.m., July 1, 1981, Conrail's contract with SEPTA to operate commuter service on the Pottsville-Reading-Norristown line was formally terminated because the authority claimed it was losing an average of $2 million annually. SEPTA said it was unable to convince the state and county governments on the line to provide more subsidies to keep the service going another year on the former-Reading line. At 5:38 p.m. on June 30, train No. 2R departed Reading with two Budd RDCs for the last run to Philadelphia, and at 7:45 No. 13 arrived in Reading with the last train from Philadelphia with RDCs 9166 and 9167—BOB WILKINSON.

VIA RAIL CANADA On July 30, 1981, Canada's first new intercity passenger equipment to appear since 1968, VIA Rail's long-awaited LRC trains (see page 2, September '81 R&R), made their public debut at Toronto's Union Station. A special "sneak preview" train of three coaches and locomotives 6901 and 6904, arranged in push-pull fashion, was open for public inspection to advertise the new trains which will go into service on October 25, 1981, between Toronto and Montreal.

Earlier that same week—proving that governments can still give with one hand while taking away with the other—Transport Minister Jean-Luc Pepin put a damper on the enthusiasm generated by the LRC by announcing that effective November 15, 1981, a total of 15 VIA routes accounting for 20% of the service would be eliminated! These reductions will cut Canada's transcontinental services in half, remove the trains from 1.2 million passengers and put 1,600 rail workers out of a job. Pepin stated that $100 million would be saved by the train-offs, much of which will be used to purchase more LRC trains for use on the Quebec City-Windsor corridor. The routes which will fall victim to Pepin's axe by November 15 are as follows: the Montreal-Sudbury, Capreol-Winnipeg and Winnipeg-Vancouver portions of VIA's western transcontinental services; Montreal-Halifax via Maine; Moncton-Edmunston, N.B., in eastern Canada; Ste. Foy to Chambard and Hervey, and Montreal to Sherbrooke, Mont Laurier and Ottawa via Hull in Quebec; Toronto to Barrie, Stouffville and Havelock and Capreol-Hornepayne in Ontario; and Winnipeg-Armstrong, Regina-Prince Albert and Edmonton-Drumheller in western Canada.

In addition to the routes to be eliminated, service on the following routes will be reduced by November 15: Jasper-Prince Rupert; Jasper-Edmunton; Sudbury-White River and Montreal-Chicoutimi.

Public outrage to these reductions was long and loud, but Pepin says there will be no public hearings or approvals through investigation by the Canadian Transport Commission. In other words, the decision is final!—BRIAN C. NICKLE.

VIA IN MAINE The recent announcement of major cutbacks in VIA Rail operations will cost the state of Maine its only passenger service, the daily *Atlantic* between Montreal and Halifax. The former CPR *Atlantic Limited* operated between St. John and Montreal with an E8 or FP7 and four cars; following takeover by VIA, the consist is now 13 to 16 cars often behind FPA4s. The November 15 shutdown will mean the loss of 35-50 Maine jobs, all CP Rail employees who operate the trains. Something else to consider is that the service cutbacks and arrival of LRCs will likely threaten the FPA4 fleet as FP7s are released from other assignments—BRUCE OWEN NETT.

PROGRESS AT STEAMTOWN In an effort to recover financial stability by minimizing expenses and catching up on some long-overdue maintenance, Steamtown U.S.A. in Bellows Falls, Vermont, will be open through the end of August without running its regular trains to Chester. Beginning in September, it will commence train operation again—probably with a Green Mountain R.R. Alco RS1 for power—and run on weekends and holidays through October 18 with 11:30 a.m. and 2:30 p.m. departures. CPR G5 4-6-2 1246 is nearing completion of an extensive overhaul and will take over the passenger duties as soon as possible.

Meanwhile, museum-quality restoration work is under way by a small army of volunteers, cleaning, repairing and repainting the majority of the display equipment. GTW 4-8-2 6039 is one of the most recent beneficiaries of the effort and has been renewed with a needle-scale clean-up, new jacketing and a fresh paint job. Some of the older wooden coaches are having rotting end beams replaced with new timbers hand-hewn from bridge ties.

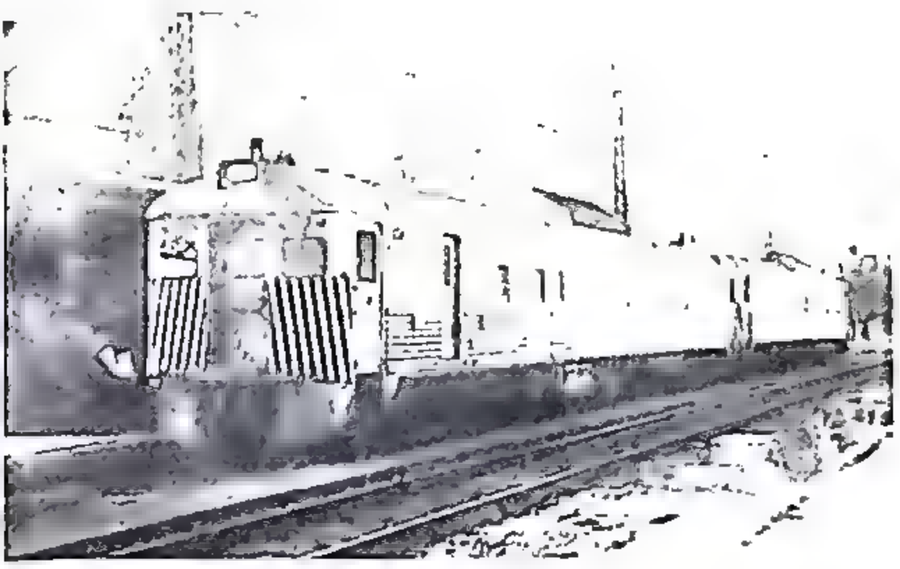
The reactions to the efforts have been mixed. Often the general public sees only the lack of a running train and departs in disappointment, but the word is that railfans who had been to Steamtown before are very favorably impressed with the progress in preserving and restoring the vast display stock. Steam locomotives and some surprise attractions are promised for Railfan Weekend on October 24-25, and the RAILFAN & RAILROAD staff will be on hand for the night photo session. The Steamtown collection is one of rail history's great resources, and the new management is welcoming railfan participation as never before.

THE *RIO GRANDE ZEPHYR* Some changes have come to Colorado's famous domeliner. A few months ago its lone F7 cab unit, 5771, struck a truck and damaged its pilot; the D&RGW shop forces fabricated a new pilot that appears to be a unique mix of EMD freight and passenger pilot styling. America's most-photographed F-unit will have a distinctively new look from here on.

Meanwhile, back in the consist, on the July 7, 1981, trip, the air conditioning system on the diner *Silver Banquet* "died." Two days later—never on Wednesday, remember—the D&RGW put into service its completely refurbished ex-Union Pacific diner 4801, built by ACF in 1949. Now D&RGW 1116, the smooth-side car is painted gold and silver to match the *Prospector* combine that follows immediately behind the units. The diner is normally positioned behind the combine, so the stainless integrity of the rest of the train will remain uninterrupted. The first revenue passengers served in the new diner were railfan Gary Altschuler and his son from Madison, N.J., and Gary suggests a contest to name the car. His suggestion: *Golden Banquet.*

While the *Silver Banquet* takes its turn at overhaul, its UP-heritage replacement is likely to become the last full-service dining car left in the U.S.A. when Amtrak follows through on its conversion to pre-prepared microwave meals. The 48-seat 1116 is staffed by four waiters, three cooks and a steward—and, oh, yes, a new electronic cash register that "beeps."

BOB WILKINSON



READING, PENNSYLVANIA, saw its last passenger train, SEPTA 2R, depart on June 30, 1981.

EL PASO'S SP 2-8-0 3420 was fired up on July 9, 1981, following three months of restoration.

BILL DAY

ALEX MAYES

ALLEGHANY CENTRAL 4-6-2 1238 was used by the Southern Ry. as a substitute for ailing 2-8-2 4501 in filming "Nancy" for the BBC in early June and then on fantrips out of Alexandria. Here it teams with FP7 6138 en route to Front Royal on June 13. Ex-NYC obs 48 was a star attraction on the FP7-powered trip on June 28 to Shenandoah; here it passes westbound through Rectortown.

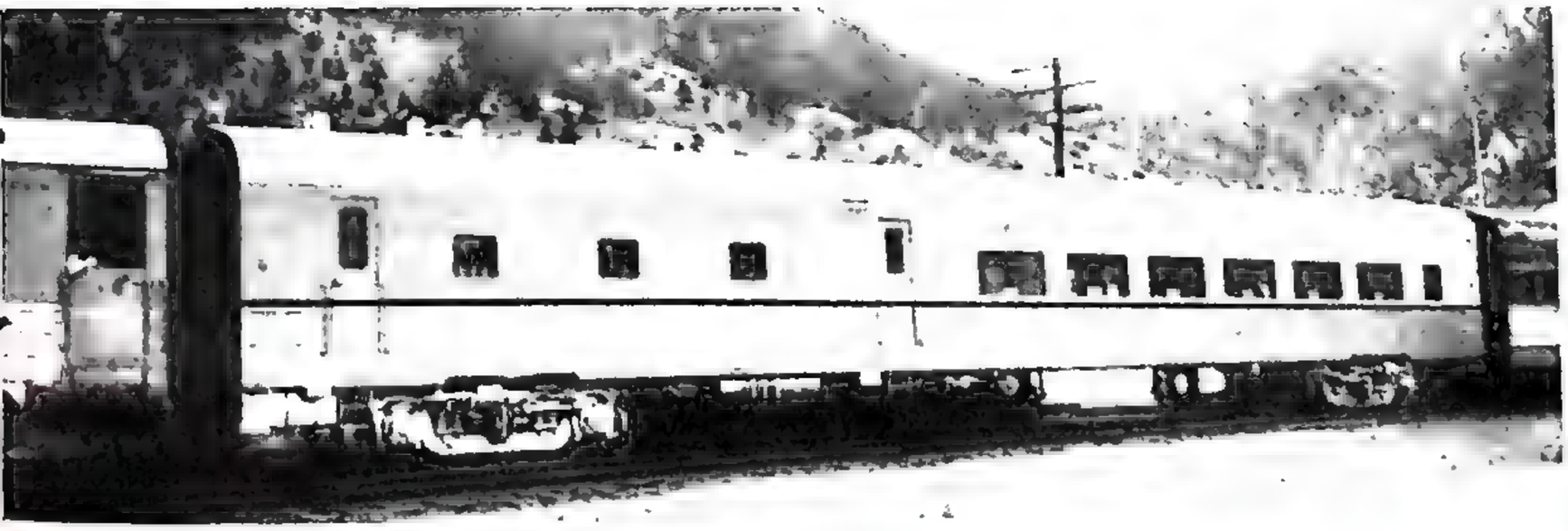
DON BALL JR

PROGRESS AT STEAMTOWN this summer is taking the form of restoration work on the display collection. Here GTW 4-8-2 6039 gets new jacketing on its Elesco feedwater heater in mid-July.

JIM BOYD

TIM WERNER

GARY ALTSCHULER



THE *RIO GRANDE ZEPHYR* inaugurated service with its refurbished ex-UP diner 1116 on July 9, 1981, shown here at Glenwood Springs. The gold and silver car matches the *Prospector* combine and diesel units. The D&RGW's only F7A, 5771, got a new fabricated pilot after damaging its original one.

PHOTOGRAPHY HAL REISER EXCEPT AS NOTED

From Silvis to Bangor

The Maine Central gets its piece of the Rock. **by Hal Reiser**

One of the few bright spots brought about by the dissolution of the Rock Island in early 1980 was the acquisition of 14 of its U25Bs by the Maine Central, a road whose only other GEs are ten U18Bs — and a handful of 44-tonners in the past. Built in 1965, Rock Island 225-238 were among the later U25Bs and have the "intermediate" carbody with the two-piece windshield and sloping short hood. The 14 were owned by Greyhound Leasing and were recovered by their owners when the Rock Island folded. Greyhound then sold all 14 to the Maine Central in August 1980, and they began arriving at their new home that month with four going directly to Waterville Shop for overhaul and the remainder going to Bangor for storage.

The MEC's acknowledged plan was to put ten of the units into service and hold four for parts salvage. Since the Rock Island was in the process of an "image change" when it collapsed, the U-boats arrived in Maine in a variety of paint schemes, ranging from the "Rock" blue and white to RI red and yellow or the older maroon. The 226 was the first to be overhauled, and it was given a full-blown MEC yellow and green paint job, but others followed closely behind and were pressed into service with only a small MAINE CENTRAL R.R. stenciled on the cab over whatever RI paint scheme remained. The units all retained their former-RI numbers, as they fit conveniently into the MEC's existing system. (One of the units, the 232, was given a hurried paint job in the Bangor shop which resulted in a solid yellow scheme with no green stripes—it was promptly dubbed the "Great Pumpkin.") There were about a half-dozen of the U25Bs in service by the end of the year.

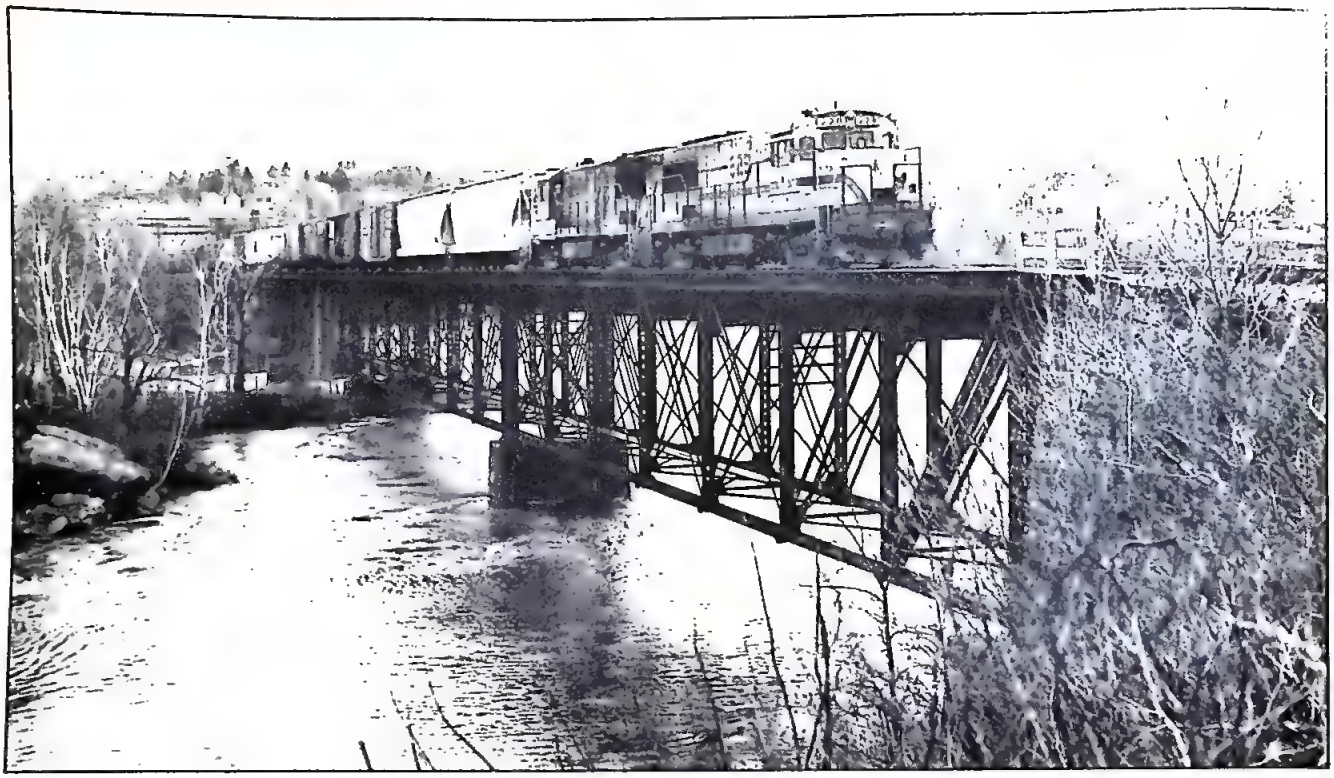
Weighing in at 264,000 lbs., the Rock Island units are the heaviest on the MEC, with the U18Bs at 250,600 lbs. and the GP38s at a modest 215,900 lbs. The U25Bs' large 27,000-gallon fuel tanks comprise a substantial portion of

A SPLASH OF RED and a chugging exhaust enliven the icy realm of the Penobscot river (left) at Bangor as the Maine Central's Bucksport Job returns home behind ex-RI U25B 231 on February 27, 1981. That same day manifest RB-1 (above) entered Bangor behind "Great Pumpkin" 232 and fully-repainted 228, passing the line of stored sisters. The 226, the first ex-RI U25B to be fully overhauled and repainted at Waterville, had the Rumford Job running the "wrong way" at Lewiston (below) on February 25.

the weight. (Actually, from the standpoint of axle loadings, ex-L&N GP9s 290 and 291 are considered the MEC's heaviest units, since doubling their "heavy ends" gives a figure of 266,000 lbs., although their gross is somewhat less.)

Because of their weight, the U25Bs are given unrestricted track speed only on the two Portland-Bangor main lines and the Bucksport branch. They are restricted to 20 m.p.h. at various points on other lines (25 m.p.h. if carrying less than 950 gallons of fuel oil) and are forbidden from the Lewiston Lower, Bingham, Foxcroft and Woodland branches. The happy result of all of this for the visiting railfan is that the U25Bs tend to get the most use on the main line manifests between Portland and Bangor.

The information in Ron Johnson's article in the July 1978 RAILFAN is still accurate enough to be used as a guide. On the main line, eastbound RB-1 is probably the best train to chase, being called at Portland's Rigby Yard at 8:30 a.m. and usually on the road sometime between 9:30 and 10:00. It uses the "Back Road" via Lewiston and moves right along at 45 to 50 m.p.h., making it a challenging chase for someone not familiar with the area. The Official Maine Transportation Map, which you can pick



MANIFEST RB-1 was in the charge of 228 and Rock blue 234 as it crossed the Androscoggin River bridge at Lewiston on February 26. The day before, 226 and red 231 had the southbound Rumford Job in tow (**below left**) at West Paris. On February 15 the 226 shared Rigby engine terminal (**below right**) with U18B 406. See color on page 63.

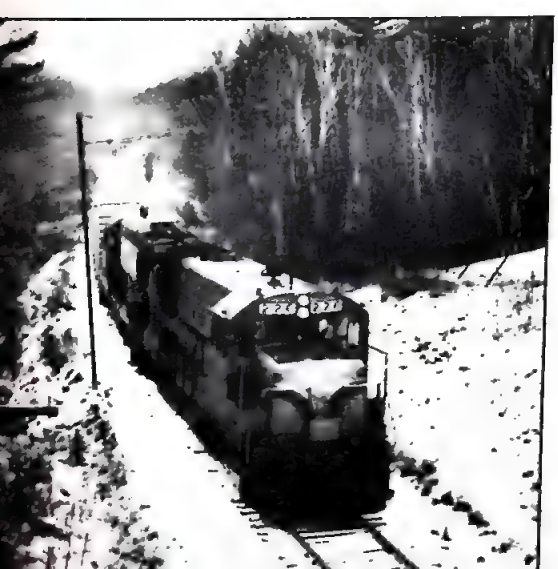
up at almost any of the state's tourist information centers on the main highways, is a great help by showing both roads and railroads.

There are two trains in each direction between Rigby and Bangor, the aforementioned RB-1 in the morning and RB-3 eastbound before dawn, and westbounds BR-2 and BR-4 which run the "Lower Road" via Augusta and arrive in Rigby in the morning hours (RB-1 and BR-4 are daily; RB-3 and BR-2 do not run on Sundays). In addition, the U25Bs are fairly common on the Rumford Job, which departs Rumford around 10:15 a.m. for the run down to Rigby. They are not uncommon on the Bucksport Job and may substitute for the usual Geeps on the Augusta Job, daily except Sunday out of Rigby about 8:15 a.m. Although one or two have strayed onto the Mountain Subdivision, the speed restrictions make them very unlikely on that line.

The survival prospects for the MEC's U25Bs seems to be the brightest of any still running in the country. In 1981 the U25B fleets in the U.S. dropped to three with the BN/Frisco removing the older GEs from the roster. The L&N's remain pretty much as described in the May 1981 R&R, but Conrail has put most of its U25Bs into storage with their future at least questionable if not doubtful.

The only unfortunate aspect of the Maine Central's acquisition was that a sacrifice had to be made: the U25Bs relieved enough Geeps to permit the retirement of the MEC and Portland Terminal Alco switchers (only one pair of Alcos, 313 and 314, are left working ballast trains on the MEC in the summer of 1981). Though the demise of any Alco fleet is a tough blow, in this case, at least, the units that brought it about are not lacking in esthetics which help compensate for the loss.

STEVE GARNETT



Index to Volume 3

RAILFAN & RAILROAD, November 1979-September 1981

A

"ACE 3000, Tomorrow's steam locomotive", Jan81 30
Adirondack Ry.
  First revenue passenger train, Mar80 22
  Operation for Olympics, Jul80 20
  RCS2 and passenger operation, Nov80 30
  Sam Freeman's 4-6-2 148, May81 24
Alberta Pioneer Ry Assn.
  Buys CNR 6060, Nov80 28
  CNR 6060 runs out of Edmonton, Jan81 28
Algers, Winslow & Western, Jul81 26
Allegheny Midland, Jan81 30
Altoona Railroader's Museum, Jan81 28, Sep81 48
"Amazing White Pass, Part 1", Jul81 28
"Amazing White Pass, Part 2", Sep81 50
American Coal Enterprises
  ACE 3000 developments, May81 24
  "Ace 3000, Tomorrow's steam loco", Jan81 30
  ACE vs. electrics, May81 4
  Second generation steam, Mar81 63
American Crystal Sugar F7 to CM&N, May81 26
American Freedom Train, Jan80 22
Amtrak
  AEM-7 in color, Jul80 67
  AEM-7 testing at EMD, Jan80 20
  Adirondack goes Amfleet, Nov80 28
  Amhappenings, Mar81 24
  Amtrak's Catch-22, Nov79 3
  "Amtrak's RDCs", Jan80 51
  Big Red, The Jersey G, Sep81 2, 60
  Camera Bag, Jan81 55
  "Coast to Coast", May81 38
  Conrail leaves Northeast Corridor, May80 22
  Cos Cob power problems, Sep81 26
  Disaster movies, Mar80 60
  E units leased to Auto-Train, May81 26
  Electric locomotive status, Nov79 22
  Essex connection with Valley R.R., Jan81 28
  Ex-Frisco Geep 760 in new colors, May80 2
  First AEM-7 shipped, May80 22
  Former X995 back in Sweden, Jul80 67
  GG1 and AEM-7 shipped, May80 20
  HEP car conversions, May80 22
  Irving Trust Co. special train, Jul80 20
  LRC locomotive 38, Jul80 2
  LRC's to New Haven, May80 22
  Last GG1s, Jul81 24
  M-K rebuilt FL9 488, Nov79 23
  Mileage and service cuts, Jan80 22
  Mississippi Zephyr special, Nov80 30
  Mt. Rainier gets Superliners, Nov79 20
  NRHS night photo at Ivy City, Jan80 2
  NYC T-3 electric to NRHS, Sep80 20
  "Parade of the preserved GG1s", Sep81 48
  Places car orders, Jul80 20
  Post Road Cutoff, May80 22
  Prairie Marksman inaugurated, Nov80 28
  "Railroads and the volcano", Nov80 44
  Reagan budget cuts, Jul81 24
  San Jauquin at night, May80 39
  Senate Commerce Committee budget, Sep81 24
  Test run to Scranton, Mar80 60
  "Ticket to Charlottesville", Mar80 37
  UA turbos to scrap, Jul81 26
  UP E9 on SFZ, Mar80 36
  Washington Union Station, Sep81 26
"Amtrak's RDCs", Jan80 51
Anaconda Aluminum ex/GN NW3, Jan81 26
Anderson, John B., May81 28
Angelina & Neches River, GP38-2 Jan81 26
Apache R.R. C420 in color, Sep80 2
Arkansas & Louisiana Missouri
  "Gator Line", Nov80 32
  "Gator Line, Part 2", Jan81 51
"Ashley Interlude", Sep80 44
Ashley, Drew & Northern
  "Gator Line", Nov80 32
  "Gator Line, Part 2", Jan81 51
Ashley, Ill.
  "Ashley Interlude", Sep80 44
  Ashley today, Sep80 64
Atchison, Topeka & Santa Fe
  AT&SF-SP merger proposed, Sep80 20
  First B36-7s, May81 26
  GP40Xs testing on N&W, May 80 21
  Leases GP40Xs to Conrail, Nov 79 20
  M-K Sulzer-engined SD45s, Jan80 20
  Moves 2-6-2 1010 to Sacramento, Jan80 20
  Operation Lifesaver, Mar81 51
  Phantom 4-8-4, May81 63
  Santa Fe Pacific Industries, Sep80 20
  Santa Fe Pacific called off, Jan81 26
  "Steaming to Sacramento", Sep81 32
  Sulzer-powered SD45 by M-K, May81 26
  "The Traction Company", Nov79 24
  "Weekend in Houston: 1948", Nov79 33
Atlantic City, N.J , Mar81 24
Auto-Train
  Bankruptcy, Jan81 26
  Last runs, Sep81 24
  Leases Amtrak Es, May81 26
  Looks for new markets, Jan80 20

B

"BN's Orin Cutoff", May80 48
Ball, Don: See Steamtown U.S.A.
Baltimore & Ohio: See Chessie System
Bangor & Aroostook
  All BL2s out of service, Mar81 26
  BL2 54 in new colors, Nov80 67
  BL2 54 to get new colors, Sep80 20
  BL2 557 restored to old colors, Sep80 2
  BL2 and GP38 at Frankfort, Jan80 36
  BL2s into storage, Jan81 26
  GP38 leased to P&W, Nov80 30
  Geep at night on LV, May81 34
  Tests M-K 5001, Jan81 26
  To repaint BL2 into old colors, Jul 80 22
Bayous, Jan81 62
Bear Harbor Lumber, Sep81 44, 63
Belt Ry. of Chicago, Mar81 26
Bender, Henry E.
  "Railfanning China", Nov79 47
  We'd like you to meet . . ., Nov79 53
Benson, Bill
  "ACE 3000,m Tomorrow's steam loco", Jan81 30
  Proposes overhaul of C&O 2716, Nov79 20
"Berk goes to work", Sep80 26
Big Red, The Jersey G, Sep81 2, 60
Blizzard of '79, May80 62
Bombardier Ltd.
  Announces HR series, Mar81 26
  Rumored cowl units for CN, May 81 26
Book Reviews:
  America's R.R s Second Generation, Ball, Mar81 16;
  American Short Line Ry. Guide, Lewis, Jan80 15;
  Canadian Pacific in the Rockies, Bain, Mar80 13; Chicago & Illinois Midland, Wallin, Mar81 17;*Coach, Cabbage & Caboose*, McCall, Sep80 14;
  Cumbres & Toltec Scenic R R , Wilson, Jan81 18;
  Diesel Locos of New Haven, Cavanaugh, Sep81 16;
  Diesel Spotter's Guide Update, Pinkepank, Jul80 17;
  Diesels of NYC, Edson, Jan80 17;
  East Broad Top, Grenard & Kramer, Jan81 17;
  Great Steam Trek, Lewis & Jorgensen, Sep80 14;
  Interurbans Without Wires, Keilty, Mar80 12;
  Locos of the Jersey Central, Crater, Mar80 13;
  Midland Route. CM Guide, McFarland, Sep81 19;
  Moguls, Mountains and Memories, B&MHS, Nov80 19;
  Monon Route, Hilton, Jan80 18;
  PCC, Car That Fought Back, Carlson, Sep81 17;
  Pittsburgh & Lake Erie, McLean, Jul81 17;
  Prairie Rails, Olmsted, Nov79 12;
  Remember When Trolley Wires, Carlson, Mar81 17;
  Sherman Hill, Ehernberger, Nov79 14;
  Southern Pacific Review 1978-79, Strapac, May80 18;
  Steam & Thunder in the Timber, Koch, Mar80 14;
  Steam in the Alleghenies: WM, Grenard, May80 17;
  Story of Susquehanna & New York, Kaseman, Mar80 16;
  Susquehanna, Krause, Nov80 22;
  UP Motive Power Review, 1968-77, Wagner, Mar80 15;
  We Had a Shore Fast Line, Borgnis, Sep81 16;*West Side Narrow Gauge*, Ferrell, Nov80 21;
  Western Maryland Diesels, Jahn, Mar80 16;
  Western Pacific's Diesel Years, Starpac, Jul81 16;
  When Oklahoma Took the Trolley, Chandler, May81 16;
  White Pass & Yukon Route, Cohen, Nov80 20.
Boston & Maine
  "CP Rail in Vermont", Sep80 50
  Conn River changes, Nov80 60
  Mellon-B&M + MEC? Sep81 26
Boyd, Jim (Articles by)
  "ACE 3000, Tomorrow's steam loco", Jan81 30
  "Berk goes to work", Sep80 26
  "Farewell to the Frisco", Nov80 51
  "Here comes 765!", Jan80 42
  "Last Greenbrier", Jan81 37
  "Parade of the preserved GG1s", Sep81 48
  "Royal Hudson South", Mar80 42
  "614 steams for safety", Jan81 44
  "614 steams for safety, Part 2", Mar81 47
  "Steaming to Sacramento", Sep81 32
  "Surprises at Steamtown", Mar81 38
  "Ticket to Charlottesville", Mar80 37
Boyd, Ron
  We'd like you to meet . . ., May81 16
Bristol & Northwestern
  Leases CB&G 2-8-2 4960, Mar81 26
  Overhauls 4960 and Jisco 0-6-0, Jul81 24
British Columbia Ry
  First EMDs, SD40-2s, Mar81 26
  Peace River bridge fire, Mar80 22
British Leyland LEV-1 railbus, May80 20
Budd Co.
  "Amtrak's RDCs", Jan80 51
  "Commuters to Cape Cod?", Jan80 55
Budd SPV-2000
  "Commuters to Cape Cod?", Jan80 55
  Connecticut problems, May81 24
  Connecticut's SPVs, Sep80 20
Buffalo Creek & Gauley, Sep80 22
Burlington Northern
  Alcos stored on BRC, Mar81 26
  "BN's Orin Cutoff", May80 48
  BN/Frisco GP50s, Mar81 26
  Frisco GP50 3100 in color, May81 2
  Frisco merger approval, Mar81 26
  Fs stored at Auburn, Mar81 27
  GP39-2s deplete F fleet, Jul 81 26
  GP50 3101 in color, May81 2
  Leases diesel to NSW, Mar81 24
  Locomotive orders, Nov79 20
  Locomotive orders for 1981, Nov80 30
  M-K builds caboose, Jan81 26
  Merger blocked by MKT, Sep80 22
  Parkwater in volcano dust, Nov80 2
  "Railroads and the volcano", Nov80 44
  Storing Alcos and Fs, Sep80 20
  UP-C&NW financing Orin Cutoff, Jul80 22

C

"C&NW Alco Country update", Sep 81 28
CNR 4-8-2 6060
  Excursions in Alberta, Jan81 28
  NRHS Toronto Convention, Nov80 28
  To Alberta Pioneer Ry. Assn., Nov80 28
"CP Rail in Vermont", Sep80 50
CPR Royal Hudson 2839
  NRHS doubleheader in 1958, Mar80 34
  Night shot at Alexandria, Jan80 57
  "Royal Hudson South", Mar80 42
  Southern Ps-5?, Jul80 22
  "Ticket to Charlottesville", Mar80 37
  To Wilmington & Western, Mar81 24
CSX Corporation
  ICC approves merger, Jan81 28
  See also: Chessie System and Family Lines
CalTrans, Mar80 20
California Highway Patrol, Sep81 32
California Railroad Museum
  AT&SF moves 2-6-2 1010, Jan80 20
  "Steaming to Sacramento", Sep81 32
Camera Bag
  Amtrak, Jan81 55; Background clutter, Mar80 56; Camera repairs, Nov79 44; Exposures, Mar80 56; Fish in a barrel, Western photography. Sep81 20; Learn to use the film, Sep80 57; Metering with filters, Nov79 44; More on movies, Mar81 23; Movie mishaps, Nov80 23; Photo contests, Jan80 50; Photos for publication, Sep80 57; Playing with the 24mm wide, Jan81 55; Railfanning with videotape, Rich Melvin, May80 53; Shutter speed, Sep80 57; Slide killers!, May81 60; Slide killers revisited, Jul81 60; Telephoto extenders, Nov79 44; What film?, Sep80 57; Why 35mm slides? Sep80 57.
Canadian National
  See also: CNR 4-8-2 6060
  "Montreal's endangered electrics", Nov80 46
  NRHS Toronto Convention, Nov80 28
  Northern Alberta Ry., Nov80 28
  Ottawa CPR Pacific at Maxville, May81 36
  Rumored Bombardier cowl units, May81 26
  Schaumburg's Montreal holiday, Jan81 62
  "Temiscouata Ry.: 1948", May80 41
Canadian Pacific
  Alco switcher in color, Mar80 67
  "CP Rail in Vermont", Sep80 50
  CPR colors on Steamtown G5s, Mar80 2
  Conn River changes, Nov80 60
  Ex-CPR 4-6-0 972 on LASB, Jan80 22
  G5 1271, Mar80 34
  Northern Alberta Ry., Nov80 28
  Pacific 1201 at Maxville, May81 36
  Royal Hudson 2839, Mar80 34
  "Saga of the St J", Jan80 24, Mar80 48, May80 26
  See also: CPR Royal Hudson 2839
  "Surprises at Steamtown", Mar81 38
  "Ticket to Charlottesville", Mar80 37
Capital Limited '79 Jan80 2, 33, 57
Cass-Scenic R.R.
  Biggest Shay to steam again, Jul80 60
  KCS vs.WM Shays, Nov80 6
  Last, but not biggest, Nov80 6
  WM Shay 6 makes debut, Sep81 26
  WM Shay 6 removed from B&O Museum, Jan81 26
  WM Shay 6 to Cass Jul80 60
Castolite Corp., See: Sharks, ex-D&H
Castro Point Ry., See: SP 0-6-0 1269
"Centennials!", Mar81 30
Central California Traction Co., Nov79 24
Central New York, Mar81 43
Central New York Chapter NRHS, May81 34
Central R.R. of New Jersey, Mar80 29
Central Vermont
  Ex-N&W RS11 3609, Jul80 20
  Geeps at New London, Mar80 56
  Leases Vermont Ry. GP38-2, May80 22
  Paints GP9 for Coast Guard, Nov79 22
  Repaints Coast Guard unit, Mar81 26
  "Saga of the St. J", Jan80 24, Mar80 48, May80 26
Central Wisconsin R.R., Jul81 26
Chattahoochee Industrial, Sep80 22
Chesapeake & Ohio
  "Last Greenbrier", Jan81 37
  See also: Chessie System
Chesapeake & Ohio 2-8-4 2716
  Being overhauled by SR, Jul81 24
  Clinchfield R.R., Mar80 20
  Departs Louisville for Birmingham, May80 20
  From Clinchfield to Southern Ry., Mar80 20
  Southern Ry., Mar80 20
Chesapeake & Ohio 4-8-4 614
  Family Lines Florida tour, Jul81 24
  "Last Greenbrier", Jan81 37
  Moves to Hagerstown, Mar80 20
  Operation Lifesaver, Mar81 51
  Overhaul in Hagerstown, May80 20
  "614 steams for safety", Jan81 44
  "614 steams for safety, Part 2", Mar81 47
  Steam: 1830 to 1980, Jan81 60
  Stripped down at Hagerstown, Nov80 30
  Swapped for AFT 1 at B&O Museum, Jan80 22
  Work progressing, Sep80 22
Chesapeake & Ohio Historical Society, Jan81 61
Chessie System
  AFT 1 swapped for C&O 614, Jan80 22
  B&O wagon-top caboose for museum, May81 35
  CSX Corporation, Jan81 28
  Capital Limited '79, Jan80 57
  Cass Scenic Railroad, Jul80 60
  Clinchfield 4-6-0 to B&O Museum, Jul81 26
  Coal boom, Nov80 30
  "Cuyahoga Valley Line", Jul80 49
  "Detroit & Toledo Shore Line", Jul81 40
  Fire-damaged 2101 swapped, Nov79 20
  GEs for NdeM from C&O, Jul80 22
  Leases units to C&NW, Mar81 26
  Milwaukee carferry service ends, Mar81 24
  Operation Lifesaver, Mar81 51
  "Other L&N", Jan81 33
  Rebuilt SO35 7700, Nov79 20
  "Saginaw Southbound", May80 24
  See also: Chesapeake & Ohio 4-8-4 614
  "614 steams for safety", Jan81 44
  Super Dome for Safety Express, Jul81 24
  Takes over EJ&E portion of RI, Nov80 30
  Tom Thumb 150th Anniversary, Jan81 28
  "U-boats of DeCoursey", May81 45
  WM F7 for B&O Museum, May80 22, Sep80 22
  WM Shay 6 removed from B&O Museum, Jan81 26
Chicago & Indiana
  Alcos to C&I, Jan80 20
  To lease NYS&W GP18, Nov79 22
Chicago & North Western
  Acquires 35 GP38-2s, May80 22
  Acquires ex-NYC RS32s, Sep80 20
  Bidding on RI postponed, Sep80 22
  Blizzard of '79, May80 62
  Buys into Western Pacific, Nov79 20
  "C&NW Alco Country update", Sep81 28
  Cummins-powered HE15 Geep, Sep80 20
  Encounters with the *Falcon*, May80 61
  GP50 delivery, Sep80 20
  Leases CR, PNC, Chessie units, Mar81 26
  Leases diesels to NSW, Mar81 24
  Milwaukee Road merger rumor, Nov80 28
  "Pellets and Pulpwood", Mar80 24
  RTA colors on E8, Nov80 67
  Streamliner styled F7s, Mar81 2
  UP helps finance BN Orin Cutoff, Jul80 22
Chicago RTA Nov80 67
Chicago River & Indiana, Jan81 26
Chicago South Shore & South Bend
  "The 800s", Jul80 38
  GP38-2s in color, Jul81 2
  GP38-2s to replace Little Joes, Mar81 26
  "Gary Job", Sep80 36
  Last run of Little Joes, Jul81 26
  Ordering GP38-2s, Jul80 22

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Chicago, Burlington& Quincy
Hudson 3007 moved from Quincy, Sep80 22
Mikado 4960 overhauled by B&NW, Jul81 24
Mikado 4960 to B&NW, Mar81 26
Chicago, Madison & Northern
Buys American Crystal Sugar F7, May81 26
First run, Jul80 22
NW2 in new colors, May81 2
Chicago, Rock Island & Pacific
Accidental Bicentennial GP40, Jan80 67
Bidding postponed, Sep80 22
"C&NW Alco Country update", Sep81 28
Chessie takes over EJ&E portion, Nov80 30
EJ&E "Jock" Sep80 22
"Gator Line", Nov80 32
"Gator Line, Part 2", Jan81 51
Motive power disbursed, Sep80 22
NYS&W GP18 1804 on RI, Nov79 22
SD40-2s to ICG, Nov80 28
Sign of the times, Jul80 63
Strike crumbles Rock, Mar80 22
TA, FA and FP7 at Blue Island, May81 37
U25Bs into service on MEC, Jan81 26
U33Bs and Mate, Jul80 63
"Weekend in Houston: 1948", Nov79 33
China: "Railfanning China, Nov79 47
Chrome Crankshaft
BN Alcos on BRC, Mar81 26
Chicago & Indiana, Jan80 20
Clemens, David R. (Article by)
"The Traction Company", Nov79 24
Clinchfield R.R.
C&O 2-8-4 2716 at Marion, N.C., Nov79 20
CRR 4-6-0 No. 1 to B&O Museum, Jul81 26
Chesapeake & Ohio 2-8-4 2716, Mar80 20
FL colors on F7 800, Mar80 2
"Coal Smoke!", Mar80 46
Coal booms, Nov80 30
"Coast to Coast", May81 38
Coates, Wes (Article by)
"50 years of Lackawanna electrics", Jul81 48
We'd like you to meet . . ., Jul81 19
Colorado & Southern, Jul81 28
Colorado & Wyoming, Nov80 28
Columbia Iron & Metal, Jan81 26
"Commuters to Cape Cod?", Jan80 55
Connecticut Dept. of Transportation
Budd SPV-2000, Sep80 20
SPV-2000 troubles, May81 24
Conrail
Big Red, The Jersey G, Sep81 60
Buys GP15-1s, Nov79 20
"C&NW Alco Country update", Sep81 28
CR GP40 with Amtrak E60, Sep81 26
"Detroit & Toledo Shore Line", Jul81 40
Electric locomotive status, Nov79 22
Ex-L&HR C420 to V&M, Jul81 26
Ex-LV RS3 rebuilt as 9920, Jan80 61
"50 years Lackawanna electrics", Jul81 48
GG1 4800 saved, Mar80 20
House authorized sell-off, Sep81 24
Keep it moving on 823-7, Jul80 22
L. Stanley Crane replace Jordan, Jan81 28
Leases units to C&NW, Mar81 26
Leaves Northeast Corridor, May80 22
Lehigh & Hudson River, Nov79 60
Loco orders for 1980, Mar80 22
National Ry. Historical Society, Jul80 61
Niagara Jct. dieselized, Mar80 22
"Parade of the preserved GG1s", Sep81 48
Reagan budget cuts, Jul81 24
Reports net profit, Nov79 20
SD40-2s leased to E&LS, Sep80 22
"Snow day", Mar81 43
Tests AT&SF GP40Xs, Nov79 20
Trackage to P&W, Nov80 30
"U-boats of DeCoursey", May81 45
Withdraws GG1s from service, Mar80 20
Cotton Belt, Jul80 20
Crab Orchard & Egyptian
Crab Orchard's diesel, Jul80 63
NSW and CO&E, Sep80 66
Second generation steam, Mar81 63
"Crab Orchard & Egyptian R.R.", Jul80 26
Cuba, Jan80 32
Cumbres & Toltec Scenic R.R.
"Great Freight '79", Jan80 38
Rider freight charter special, May81 67
Schedule changes, Jul80 20
Curry, Bruce P. (Articles by)
"Saga of the St. J, Part 1", Jan80 24
"Saga of the St. J, Part 2", Mar80 48
"Saga of the St. J, Part 3", May80 26
"To capture a caboose", Jan80 31
Cuyahoga Valley Line
"The Cuyahoga Valley Line", Jul80 49
The 4070 panic Sep80 63
"Volunteering on the CVL" Jul80 54

D

D'Amato, Chris
A familiar name, Jul81 63
"Amazing White Pass, Part 1", Jul81 28
"Amazing White Pass, Part 2", Sep81 50
"Crab Orchard & Egyptian R.R.", Jul80 26
Delaware & Hudson
Amtrak *Adirondack* goes Amfleet, Nov80 28
C424m's 461-463 at Hornell, Sep80 2
CMO Cheney's new paint schemes, Jan80 20
Economy paint schemes, Sep81 24
Ex-L&HR C420 401 in color, Sep81 2
GE Hornell rebuild C424, Jul80 22
Gray U23B 2311 in color, Sep81 2
Irving Trust Co. special train, Jul80 20
PAs in Mexico, Nov79 63
"Saga of the St. J, Part 2", Mar80 48
Sharknose Baldwins, See: Sharks, ex-D&H
Delaware Otsego Corp.
Cars used on RV golf special, Sep80 20
From the Publisher's desk, Jan81 3
NYS&W Railway, Mar81 26
NYS&W ordered sold to DO, Sep80 20
Operates steam on LASB, Jan80 22
"Snow day", Mar81 43
Delaware, Lackawanna & Western
Electrification's 50th Anniversary, Jul81 61
"50 years Lackawanna electrics", Jul81 48
Lackawanna electrics, Nov80 63
RDC special, Nov80 42
Denver & Rio Grande Western
"Amazing White Pass, Part 1", Jul81 28
"Coast to Coast", May81 38
Ex-D&RGW F7 to CM&N, May81 26
K27 to Huckleberry, May81 24
"Monarch Minuet", Jul80 45
New diner for RGZ, Mar80 22
PAs on Royal Gorge, Jan80 36
See also: Durango & Silverton N.G. R.R.
Silverton sales completed, Jul81 24
Silverton sale delayed, Jul80 20
Depperman, Wayne (Article by)
"Railroads and the volcano", Nov80 44
Detroit & Mackinac
C425m's rebuilt at Hornell, Jul81 2
"Saginaw Southbound", May80 24
Detroit & Toledo Shore Line
"The Detroit & Toledo Shore Line", Jul81 40
Greetings from the D&TSL, Jul81 63
Old color scheme, Jul81 2
Present and Bicentennial colors, Jul81 2
"Steam on the Shore Line", Jul81 54
Detroit, Toledo & Ironton
GP35 in GTW/DT&I image, Sep81 2
GP38s traded for GTW SD40s, Jan81 26
New GP40-2s, Mar80 2
To be acquired by GTW, Nov79 22
Diesel Electric Services, Nov79 20
Dixon, Tom (Article by)
"Last Greenbrier", Jan81 37
Duluth, Missabe & Iron Range, Jul80 36
Duluth, Winnipeg & Pacific, May80 20
Durango & Silverton Narrow Gauge R.R.
D&RGW sale delayed, Jul80 20
Sale completed, Jul81 24
Sold to Charles Bradshaw, Nov79 20

E

E's with a 645, Sep81 64
East Broad Top, Jul81 28
"The 800s", Jul80 38
Electro-Motive Div. of General Motors
Adds 50s, continuous Dash-2s, May81 26
Amtrak AEM-7 testing, Jan80 20
Announces 50-Series, Jan80 20
Delivering the Centennials, Mar81 60
Delivers first GP39Xs, May81 26
New models, Jul80 20
New sound from EMD, Mar80 61
Elgin, Joliet & Eastern
Chessie takes EJ&E portion of RI, Nov80 30
Operates RI Peoria line, Sep80 22
Encounters with the *Falcon*, May80 61
Erie Lackawanna
Hoboken Terminal, Jan80 67
N.J. Transit, May80 2
Erie R.R., Mar 80 29
Escanaba & Lake Superior
Acquires Milwaukee Rd. trackage, Jul80 22
Baldwin 101 in GN colors, Jan81 2
Leased power, Sep80 22
"Pellets and Pulpwood", Mar80 24
Soo and Milw. Fs, Nov80 28

F

Family Lines
CSX Corporation, Jan81 28
Chessie Safety Express to Florida, Jul81 24
FL colors on Clinchfield F7, Mar80 2
FL units on last A-T, Sep81 24
GEs for NdeM from SCL, Jul80 22
L&N 70-tonner 98 to Tropicana, Jul80 22
SCL B023-7 5135, Mar80 33
Tropicana ex-L&N 98, Nov80 2
"U-boats of DeCoursey", May81 45
"Farewell to the Frisco", Nov80 51
"50 Years of Lackawanna electrics", Jul81 48
Film Reviews:
Great Steam Machine, Avanti, Sep80 17
SR 610 on Southern, Main Line, May80 19
Fisher, Larry J.
Soo Line painting by, Mar81 67
We'd like you to meet . . ., Mar81 21
Flashbulbs, May80 5
Freeman, Sam, May81 24
French, Jim, May81 61, Nov80 63
Frisco, See St. Louis-San Francisco
From the Publisher's desk:
Abandoned lines, May81 3; Amtrak's Catch-22, Nov79 3; Delaware Otsego Corp., Jan81 3; Home video tapes, Jan80 4; New York, Susquehanna & Western, Jan81 3; New editor, May80 3; Our latest book, May80 3; Road names changing, Mar81 3; Rule books, Sep80 3; Subway graffiti, Nov80 4; That favorite railroad, 1, Jul81 3; That favorite railroad, 2, Sep81 3; The Suskie, Mar80 3; The new Susquehanna, Jan81 3; Vintage railroad books, Jul80 3.
Ft. Wayne R.R. Historical Society, See: Nickel Plate 2-8-4 765

G

"The Gary Job", Sep80 36
"Gator Line", Nov80 32
"Gator Line, Part 2", Jan81 51
Gaydek, Jerry (Article by)
"Saginaw Southbound", May80 24
We'd like you to meet . . ., May80 57
Geist, Grant, (Article by)
"Volunteering on the CVL", Jul80 54
Geletzka, Charles H (Articles by)
"Detroit & Toledo Shore Line", Jul81 40
"Steam on the Shore Line", Jul81 54
We'd like you to meet . . ., Jul81 20
General Electric
Apache R.R. and D&H units, Sep80 2
Electrics for Mexico, May81 26
Hornell rebuilds for D&H, GB&W, Jul80 22
Hornell rebuilt D&M C425m's, Jul81 2
Introduces B36-7, May81 26
SSW B30-7/B36-7 7770, Jul80 21
Genesee & Wyoming
Buys MP15DCs, Mar81 26
C424 rebuilds for D&H, Jul80 22
G&W-owned D&H C424m's, Sep80 2
Gettysburg R.R., Nov80 30
GG1 4935
Capital Limited '79, Jan80 57
Makes last run, Jan81 26
NRHS night session at Ivy City, Jan80 2
"Parade of the preserved GG1s", Sep81 48
With red 4877, Sep81 2
GG1 electrics
Amtrak 4935 with red 4877, Sep81 2
Amtrak retires last GG1s, Jul81 24
Big Red, The Jersey G, Sep81 60
GG1 4913 to Altoona museum, Jan81 28
GG1 4935 retires, Jan81 28
N.J. Transit 4877 in red, Sep81 2
N.J. Transit may retire GG1s, Jul81 24
"Parade of the preserved GG1s", Sep81 48
Gieske, John (Article by)
"Centennials!", Mar81 30
Listen to the kids, Nov80 63
Many thanks, Sep81 64
Golden Arrow Tours
"Berk goes to work", Sep80 26
TP&W fan trips, Sep80 61
Thoughts on 765, Nov80 61
GO Transit
Leases trainsets to VIA, May81 26
NRHS Toronto Convention, Nov80 28
Grand Trunk, Mar80 56
Grand Trunk Western
Caterpillar/Alco "Alley Cats", May81 26
"Detroit & Toledo Shore Line," Jul81 40
Gets RI units, Sep80 22
SD40s traded to DT&I Jan81 26
"Steam on the Shore Line", Jul81 54
To acquire DT&I, Nov79 22
"Great Freight '79", Jan80 38
Great Northern
Anaconda Aluminum ex-GN NW3, Jan81 26
E&LS adopts GN colors, Jan81 2
Great Western Sugar Co. Mar80 20
Greater Winnipeg Water District
"GWWD: Manitoba's uncommon carrier", May81 50
Winnipeg Hydro 4-4-0, May81 61
Green Bay & Western
C420 323, ex-L&HR, Jul80 2
Hornell rebuilt C424 319, Jul80 22
Green Mountain R.R.
RS1 on Steamtown excursion, Sep81 27
Runaway boxcar, Nov79 20
"Surprises at Steamtown", Mar81 38
Greyhound Leasing Sep80 22
Grosselfinger, Walter
Disapproves N.J. Transit colors, Sep80 67
Gets N.J. Transit scheme modified, Nov80 67
Big Red, The Jersey G, Sep81 60
Guayaquil & Quito
In Search of Steam, May81 20
Southern Ry. green 2-8-0, May81 67
"GWWD: Manitoba's uncommon carrier", May81 50

H

Hainesburg Inn Mar80 63
Harmen, Robert R. (Article by)
"Monarch Minuet", Jul80 45
Hart, George, Jan80 22
Hartley, Scott (Articles by)
"CP Rail in Vermont", Sep80 50
"Coast to Coast", May81 38
"Montreal's endangered electrics", Nov80 46
Hastings, Philip R. (Article by)
We'd like you to meet . . ., Nov79 53
"Weekend in Houston: 1948", Nov79 33
Hedge, John W. Jan80 46
Henry Ford Museum May80 24
"Here comes 765!", Jan80 42
Hillcrest Lumber Climax 10, Sep81 26, 62
Hocking Valley Scenic Ry. Mar80 20
Houston Belt & Terminal Nov79 33
Hubbard, Freeman (Article by)
"Interesting Railfan: John Hedge", Jan80 46
"*Railroad* Heritage, Part 2" Mar80 32
"*Railroad* Heritage, Part 3" Jul80 24
Huckleberry R.R. May81 24
Hutchings, Rich (Article by)
"Saginaw Southbound", May80 24
We'd like you to meet . . ., May80 57

I

Illinois Central
"Ashley Interlude", Sep80 44
Central 2742 at Kentucky Dam, May80 38
Dixon, Ill., 0-6-0 275, May80 60
ICRR colors on OP&E SW8, Nov80 2
"Surprises at Steamtown", Mar81 38
Illinois Central Gulf
Amtrak *Mississippi Zephyr* special, Nov80 30
Amtrak's *Prairie Marksman*, Nov80 28
"Amtrak's RDCs", Jan80 51
Ex-RI SD40-2s, Nov80 28
GP38-2 9568 in new gray colors, Nov79 2
"Gator Line", Nov80 32
Listen to the kids, Nov80 63
Paducah SD20 2000, Jan80 20
Snowplow action, May80 67
Swaps C636s for PNC SR SD24s, May80 22
In Search of Steam, by Mike Eagleson:
Cuba, Jan80 32; Eastern Europe, Nov79 45; England's Rocket 150, Jan81 22; Steam in Africa, I, Mar80 18; Steam in Africa, II, May80 56; Steam in Asia, Jul80 37; Steam in Cuba, Jan80 32; Steam in Ecuador, May81 20; Steam in India, Sep80 18; U.S. steam in Turkey, Sep81 22.
Incentive Per Diem boxcars, May80 20
Index information, Nov79 59
Indiana & Ohio, Jan81 2
Indiana Harbor Belt, Nov80 2
Indiana Railway Museum
Ex-M&G 2-6-0 97, Mar80 36
Receives AW&W Alco, Jul81 26
Ingalls Shipbuilding, Jan80 20
"Interesting Railfan 196: John Hedge", Jan80 46
Iron Horse Rambles, Nov79 56
Irving Trust Co. special train, Jul80 20
Itel Corp. Nov79 20

J

Jersey Central Chapter NRHS
Baldwin fantrip at NWS Earle, Sep81 24
Big Red, The Jersey G, Sep 81 60
DL&W 50th Anniversary, Jul81 61
DL&W RDC special, Nov80 42
Johnson, Ronald N. (Article by)
"Cuyahoga Valley Line", Jul80 49
Jolitz, Bill (Article by)
"Great Freight '79", Jan80 38
We'd like you to meet . . ., Jan80 56

K

Kamisher, Joel (Article by)
"Whistle-stopping", May81 28
We'd like you to meet . . ., May81 19
Kansas City Southern
Bidding on RI postponed, Sep80 22
Biggest Shay, Nov80 6
SDF50/SD40X 703, Jan80 21
Kansas City Terminal R.R. Mar80 22
Kaplan, Donald R. (Article by)
"The 800s", Jul80 38
"The Gary Job", Sep80 36
Karsten, Bob (Articles by)
"Gator Line", Nov80 32
"Gator Line, Part 2", Jan81 51
Katy R.R.: See Missouri-Kansas-Texas
Keewenaw Central, Jan81 28
Kentucky Railway Museum Jan81 2
Kids and m.u.s., Mar81 61
Knott's Berry Farm, May81 24
Krambles, George, Sep80 25

L

Lackawanna electrics: See N.J. Transit
Lackawaxen & Stourbridge
Operates 4-6-0 for celebration, Jan80 22
RS3 102 on passenger special, Jan80 2
Lake Superior & Ishpeming
Ex-D&H Shark 1216, Jan80 20
"Pellets and Pulpwood", Mar80 24
Radio frequencies, Nov80 6
Sharks, ex-D&H, Nov79 20
Lamoille County R.R., Jan80 25, Mar80 46
Lamoille Valley
Chopped-nose RS3 7804, Jul80 2
Loco acquisitions, Jul80 22
Operation update, Jan80 61
"Saga of the St. J, Part 1", Jan80 24
"Saga of the St. J, Part 2", Mar80 48
"Saga of the St. J, Part 3", May80 26
"Last Greenbrier", Jan81 37
Lawson, Tom, Sep81 61
Leffler, Doug (Article by)
"Pellets and Pulpwood", Mar80 24
We'd like you to meet . . ., Mar80 57
Lehigh & Hudson River
Conrail, Nov79 60
D&H C420 401 in L&HR colors, Sep81 2
V&M acquires L&HR C420, Jul81 27
Lehigh Valley
BAR Geep at night at Sayer, May81 34
RS3 211 rebuilt by Conrail, Jan80 61
U23Bs at Treichlers, Pa., Jul80 34
Lenardson, Bob (Article by)
"The Other L&N", Jan81 33
Letourneau, Rodger (Article by)
"GWWD: Manitoba's uncommon carrier", May81 50
Microphone protector, Mar81 23

Lima, Ohio, Nov80 41
Listen to the kids Nov80 63
Loati, Bruno, Mar80 48, May80 26
Long Island R.R
Converts Milw. F7 to cab car, Mar81 22
F7 cab car 620, Mar81 2
FA cab cars in new colors, Nov79 2
G5 4-6-0 39 to move, Jul80 20
Main Line Steam Foundation, Jan80 20
Viscious snowplows, Mar80 63
Louisiana & Pine Bluff
GE 45-ton 35, Sep81 63
"Gator Line, Part 2", Jan81 51
Louisville & Nashville
Amtrak *Hoosier State*, Mar81 24
"Ashley Interlude", Sep80 44
Big Alcos, GEs and SDP35s, Nov80 28
E6 770 restored to old colors, Jan81 2
"U-boats of DeCoursey", May81 45
Lowell, Mass., Sep80 20
Ludington & Northern
"The Other L&N", Jan81 33
SW8 16 in color, Jan81 67
Switcher 0-6-0 27, Sep81 63

M

Mad River and NKP R.R. Society Museum
Paints Wabash F7 671, Sep80 2
Receives Milw. FM H12-44, Mar81 26
What N&W really means, Sep80 63
Main Line Steam Foundation
G5 4-6-0 39, Rail 'n Sail, Jan80 20
To move LIRR 4-6-0 39, Jul80 20
Maine Central
Gets RI U25Bs, Sep80 22
Mellon buys MEC, Sep81 26
Outshops two ex-L&N Geeps, May80 22
Puts RI U25Bs into service, Jan81 26
Rebuilds first ex-L&N Geep, Mar80 22
"Saga of the St. J, Part 1", Jan80 24
"Saga of the St. J, Part 3", May80 26
Manitou & Pike's Peak, Jul80 20
Many thanks, Sep81 64
Maps:
A&LM, Nov80 33; A&LM Bastrop, La., Nov80 39; A&LM Crossett, Ark., Jan81 53; A&LM Monroe, La., Nov80 37; Amtrak RDC routes, Jan80 53; Ashley, Ill., 1957, Sep80 45; BN's Powder River Cutoff, May80 51; C&NW Alco Country, Sep81 29; C&O Passenger Routes 1940, Jan81 38; C&TS Great Freight '79, Jan80 41; Central California Traction, Nov79 25; CCT Lodi, Nov79 28; CCT Sacramento, Nov79 30; CCT Stockton, Nov79 28; CN under wire, Nov80 47; CP in Vermont, Sep80 55; CSS&SB, Jul80 42; CSS&SB Gary run, Sep80 38; Central New York, Mar81 44; China, Nov79 48; Climbing D&RGW to Monarch, Jul80 46; Crab Orchard & Egyptian R.R., Jul80 28; Cuyahoga Valley Line, Jul80 51; D&M steam move, May80 24; D&TSL, Jul81 42; Frisco and Springfield, Mo., Nov80 52, GWWD, May81 51; Gateway to the Yukon, Jul81 30; Houston 1948, Nov79 34; L&N in Cincinnati, May81 46; Lackawanna electrics, Jul81 51; Lamoille Valley R.R., May80 29; Ludington & Northern, Jan81 34; SR Charlottesville main with profile, Mar80 38; San Diego Light Rail, Nov79 42; St. Johnsburg & Lamoille County, Jan80 27; StJ&LC Bridge Route, Jan80 25; Steaming to Sacramento, Sep81 40; TP&W, Sep80 29; Temiscouata Ry., May80 43; UP Oregon Div., Mar81 32; Vermont Northern, Mar80 51; WP&Y, Jul81 31; Sep 81 51; WSS&YP, Mar80 46.
Maryland DOT, May81 2
Massachusetts Bay Transportation Auth.
Boston's problems, Jul81 26
Equipment and service update, Nov79 22
Five new F40PHs, May81 26
Leyland railbus, May80 20
Service update, May80 20
Massachusetts Central
Becomes designated operator, May80 22
Receives ex-SR NW5 2100, Jul80 22
McBride, Mike, May80 61, 62
McCormack, Doyle
"Here comes 765!", Jan80 42
Nickel Plate 2-8-4 765, Mar80 20
SP Daylight 4-8-4 4449, May81 24
"Steaming to Sacramento", Sep81 32
Thoughts on 765, Nov80 61
McKenzie, William H. (Article by)
"BN's Orin Cutoff", May80 48
We'd like you to meet . . ., May80 57
Mellon, Timothy, Sep81 26
Melvin, Richard (Article by)
"Railfanning with videotape", May80 53
Mexico
D&H PAs on NdeM, Nov79 63
FCP hybrid RSD5 547, Jan80 20
Ge electrics for NdeM, May81 26
GEs from N&W, C&O and SCL, Jul80 22
NdeM Canadian-built units, Mar81 26
Re-engining GE U36s with Alco, Jul80 22
"Steaming to Sacramento", Sep81 32
Michigan Northern, Mar80 63
Mid-Continent Railway Museum
B&NW overhauls CB&Q 4960, Jul81 24
Leases CB&Q 4960 to B&NW, Mar81 26
Middletown & New Jersey, May 80 20
Milwaukee Road
Back to the drawing boards, Jul80 20
Branch becomes St. Maries River, May81 26
C&NW merger rumor, Nov80 28
Climax 10 on ex-Milw. line, Sep81 26
"Coal Smoke!", Mar80 46
Congress and the Milwaukee, Mar80 22
"The 800s", Jul80 38
Ex-Milw. LIRR F7 cab car, Mar81 2
FM switchers to CWRR, Jul81 26
Fs on E&LS, Nov80 28
ICC supports core plan, May80 22
Morton Logger, Jul80 33
PNC M-K SD10s, May80 22
"Pellets and Pulpwood", Mar80 24
Retires FMs, Fs and most GEs, SEP80 20
Sprint Trains to continue, Sep80 20
Super Dome to Chessie, Jul 81 24
Mississippi Export R.R., Nov79 46
Missouri Pacific
Camera Bag, Jan81 55
"Crab Orchard & Egyptian R.R.", Jul80 26
"Farewell to the Frisco", Nov80 51
"Gator Line", Nov80 32
"Gator Line, Part 2", Jan81 51
Gets RI units, SEP80 22
Orders 10 GP50s, Mar80 22
SD40s at Bixby, Ill., May81 36
Takes GP50 delivery, Mar81 26
UP merger proposed, May80 26
"Weekend in Houston: 1948", Nov79 33
Missouri-Kansas-Texas, Sep80 22
Mobile & Gulf, Nov79 46
Modesto & Empire Traction, Nov79 46
Mohowski, Bob (Article by)
"Saga of the St. J, Part 1", Jan80 24
"Monarch Minuet", Jul80 45
"Montreal's endangered electrics", Nov80 46
Morrison-Knudsen
AT&SF Sulzer-powered SD45 5497, May81 26
Amtrak FL9 rebuild, Nov79 23
BN caboose, Jan81 26
Demonstrator 5001, Nov79 21, Jan81 26
Geep for St. Maries River, May81 26
M-K demonstrator 8302, Jan81 26, Mar81 24
Maryland DOT F9PH rebuilds, May81 26
Rebuilt Geep 102 for SD&AE, Jul80 23
Rebuilt SD10s for PNC, May80 22
SD40 and SD45 corrections, Mar81 24
SP S33DBE TEBU road slug, Sep80 22
"Saga of the St. J," Mar80 48, May80 26
Sulzer SD45s dor UP, SP and AT&SF, Jan80 20
Sulzer-equipped UP SD45 60, Jan81 26
TE50-4S demonstrator on UP, Nov79 20
Mount St. Helens
Dust over BN at Spokane, Nov80 2
"Railroads and the volcano", Nov80 44
Yakima trolleys effected, Nov80 26
Movies
Disaster on the Coastliner, Mar80 61
Four Friends, Mar81 26
Runaway!, Mar80 61
Silver Streak, Mar 80 61
Train to Terror, May80 20
"Mr. Nixon's mysterious films", Mar80 29
Mt. Washington Cog Ry., Nov80 28
Munk, Peter Muller, Sep80 67

N

N.J. Dept. of Transportation, See N.J. Transit
N.J. Transit
Big Red, The Jersey G, Sep81 60
Cars and locos ordered, Nov80 30
Corporation created, May80 22
E8 4323 in new white scheme, Sep80 67
Electric locomotive status, Nov79 22
Erie Lackawanna, May80 2
"50 years Lackawanna electrics", Jul81 48
GG1 4877 in PRR Tuscan red, Sep81 2
GG1 status, Mar80 22
Lackawanna electrics, Nov80 63
M.U. s in new colors, May80 2
May retire GG1's, Jul81 24
Munk, Peter Muller, Sep80 67
New silver and black colors, Nov80 67
SR E8s to NY&LB, May80 21
Tri-State NRHS *Erie Limited*, Mar81 24
NRHS Toronto Convention, Nov80 28
NRHS buys GG1 4800, Jul80 61
Naparano Iron & Metal, Jul81 26
National Railway Historical Society
Big Red, The Jersey G, Sep81 60
CNY Chapter depot, May81 34
CPR doubleheader 1958 convention, Mar80 34
Capital Limited '79, Jan80 67
Capital Limited '79, Photo Contest, Jan80 33
Jersey Central Chapt. RDC special, Nov80 42
Jersey Central Chapt. Earle trip, Sep81 24
Lancaster purchase GG1 4800, Mar80 22
Mohawk & Hudson NYC electric, Sep80 20
NRHS buys GG1 4800, Jul80 61
Night photo session at Ivy City, Jan80 2
"Parade of the preserved GG1s", Sep81 48
Toronto 1980 convention, Nov80 28
Tri-State Chapter DL&W 50 years, Jul81 61
Tri-State Chapter *Erie Limited*, Mar81 24
Nelligan, Tom (Articles by)
"Amtrak's RDCs", Jan80 51
"Commuters to Cape Cod?", Jan80 55
We'd like you to meet . . ., Jan80 56
New Haven R.R., Jan80 51, 55
New York & Long Branch, See N.J. Transit
New York Central
CR&I Lima scrapped, Jan81 26
From the Publisher's desk, Jul81 3, Sep81 3
Martisco depot at night, May81 34
NKP 2-8-4 lettered NYC, Mar81 26
T-3 electric to NRHS, Sep80 20
New York MTA
FL9 5043 rebuilt at Hornell, Jan80 2
Farewell to the S-motor, Sep81 24
New York, Susquehanna & Western
Delaware Otsego inspection train, Mar81 26
Former-NYS&W RDC on NRHS special, Nov80 42
From the Publisher's desk, Jan81 3
GP18 1804 to C&I and RI, Nov79 22
GP18 1804 to Soo and C&NW, Jan80 20
Judge orders dismantled, Nov79 22
Ordered sold to Delaware Otsego, Sep80 20
Niagara Junction, Mar80 22
Nickel Plate 2-8-4 765
"Berk goes to work", Sep80 26
Ft. Wayne to Argos trips, Nov80 28
"Here comes 765!", Jan80 42
Lettered NYC for movie, Mar81 26
Moves for winter storage, Mar80 20
NRHS Toronto Convention, Nov80 28
Nears completion, Nov79 20
Passing Lima Loco Works, Nov80 41
Proposed schedule for TP&W, May80 20
TP&W fan trips, Sep80 61
Thoughts on 765, Nov80 61
With Wabash F7, Sep80 63
Nickel Plate Road
"Detroit & Toledo Shore Line" Jul81 40
Nixon, Ronald V. (Article by)
"Mr. Nixon's mysterious films", Mar80 29
We'd like you to meet . . ., Mar80 57
Norfolk & Western
Class J 4-8-4 611 to SR, Jul81 24
Coal booms, Nov80 30
Creates GP4-Ws, May81 26
"Detroit & Toledo Shore Line", Jul81 40
GEs for NdeM from N&W, Jul80 22
Gettysburg gets N&W RS36, Nov80 30
Low nose, short end forward, Mar81 24
More red units, Jan80 20
N&W-SR merger on again, Sep80 22
NKP 2-8-4 765 trips to Argos, Nov80 28
NKP 765 and Wabash F7, Sep80 63
NRHS Toronto Convention, Nov80 28
Robert Claytor becomes president, Jan81 28
Tests AT&SF GP40Xs, May80 21
"U-boats of DeCoursey", May81 45
UP C30-7 at Leipsic, Ohio, May80 39
Wabash F7 repainted at Bellevue, Sep80 2
Y6b on Dry Fork trestle, Jan80 34
North Country R.R., Nov80 2
Northern Alberta Ry., Nov80 28
Northern Counties Logging Assn., Sep81 44, 63
Northwestern Steel & Wire
Acquires three SW1001s, Sep81 26
Dieselizes, Mar81 24
P.W. Dillon dies, Sep80 66
Places 0-8-0 at Dillon Museum, May81 24
Second generation steam, Mar81 63
Steam in the Eighties, May80 61
Not on the Wheel Report, by Joe Easley:
Agent concerned, Jul80 62; Chewin' tibacco, Jan81 62; Crowded spur, May81 62; Job in Mexico, Mar81 62; Lost scoop, Mar80 62; Making good time, Sep80 62; Men standing around, Jul81 62; No juice yet, Nov79 58; Secrets, May80 62; That's the sugar, Nov80 62; Trainmen's level, Sep81 62.

O

Ontario Central, Jan80 22
Ontario Midland, Jan80 22
Ontario Northland, Jul80 2
Operation Lifesaver, Mar81 51
Oregon, Pacific & Eastern, Nov80 2
Osage R.R., Jul80 36
"The Other L&N", Jan81 33

P

PATrain, Mar81 26
Pacific Locomotive Assn., See: SP 0-6-0 1269
"Parade of the preserved GG1s", Sep81 48
Peaker Services, Inc., Jan81 28
"Pellets and Pulpwood", Mar80 24
Penn Central
PC paint on last NYC S-motor, Sep81 24
PRR MP54s at Elmora, Jan80 35
Pennsylvania R.R.
Decapod at Enola, Jan80 37
Decapod at Milesburg, May81 33
MP54s at Elmora, Jan80 35
Restored GG1 4877 in Tuscan red, Sep81 2
Steam engines at Northumberland, Jan80 33
Pere Marquette 2-8-4 1225, May81 24
Peter, Bill, Jan80 38, May81 67
Pins, George, Jan80 22
Pinsly, Samuel M., Jan80 24, Mar80 48
Piskor, Ron
We'd like you to meet . . ., Mar81 22
P.M. Magazine TV crew, Mar80 37
Polish EM-1, Mar80 61
Port Jersey R.R., May81 26
Portland Terminal, Nov80 44
Potlatch Corp., May81 26
Precision National Corp.
"C&NW Alco Country update", Sep81 28
Leases units to C&NW, Mar81 26
M-K rebuilt SD10s on Milw., May80 22
Swaps SR SD24s for ICG C636s, May80 22
USDOT ex-UP Geeps, Sep80 22
Product Reviews:
Railfinders decorator lamp, Jan80 14
Westrail 1980 calendar, Mar80 12
Providence & Worcester
Expansion, Leases BAR GP38, Nov80 30
Orders GP38-2, Mar80 22
Receives GP38-2 2006, Jul80 22
Purple Martin Junction, Sep80 22

Q

Quincy & Torch Lake, Jan81 28

R

RD-1 and the Hainesburg Inn, Mar80 63
Ragg, Michael and Aaron, Mar81 63
Rahway Valley, Sep80 20
Rail 'n Sail, Jan80 20
Rail Service Associates, Jan80 22
"Railfanning China", Nov79 47
Railfanning is:
All-terrain vehicle, Jul81 62; Commuter, Nov79 6; Do not flush, Jan80 6; Engineer's cap, Mar81 17; Explaining, Jul80 62; Fall weekends, Jan81 6; Grooving on sound, Sep81 62; Number 40, Nov80 21; Only at night, Mar80 4; Sierra Club, May80 16; T-shirt herald, Sep80 62; Vanderbilt tender, May81 62
"Railfanning with videotape", May80 53
"*Railroad* Heritage, Part 2," Mar80 32
"*Railroad* Heritage, Part 3" Jul80 24
Railroad Museum of Pennsylvania, Jul80 61
Railroadians of America, Nov79 57
"Railroads and the volcano", Nov80 44
Reading Co., Nov79 56
Recording Reviews:
765 Alive!, Custom Steam Prod., Jan81 19
Power and Majesty, Mobile Fid., Mar81 20
Vanishing Vapor on B&M, 470 Club, Mar81 19
Reiser, Hal (Article by)
"U-boats of DeCoursey", May81 45
We'd like you to meet . . ., May81 17
Rich, Walter, See: Delaware Otsego Corp.
Richmond, Fredericksburg & Potomac, Sep81 24
Rosters:
Amtrak RDCs, Jan80 53; Arkansas & Louisiana Missouri, Jan81 52; CCT Diesel, Nov79 26; CN's Montreal electrics, Nov80 48; CP in Vermont, Sep80 52; D&TSL diesels, Jul81 46; D&TSL steam, Jul81 55; DL&W electrics, Jul81 51; Lamoille Valley, May80 29; Louisiana & Pine Bluff, Jan81 52; Mississippi Export, Nov79 46; Mobile & Gulf, Nov79 46; Modesto & Empire Traction, Nov79 46; StJ&LC 1973-77, Mar80 50; StJ&LC to 1973, Jan80 28; Vermont Northern, Mar80 50.
Rowland, Ross E.
"ACE 3000, Tomorrow's steam loco", Jan81 30
See: Chessie System
See: Steam Locomotive Corp. of America
"614 steams for safety", Jan81 44
"614 steams for safety, Part 2", Mar81 47
Swaps AFT 1 for C&O 614, Jan80 22
"Royal Hudson South", Mar80 42
Runey, Mike (Article by)
"Temiscouata Ry.: 1948", May80 41

S

Sacramento Railfair 1981
Hillcrest Lumber Climax 10, Sep81 62
Plans develop, May81 24
"Steaming to Sacramento", Sep81 32
"Saga of the St. J, Part 1", Jan80 24
"Saga of the St. J, Part 2", Mar80 48
"Saga of the St. J, Part 3", May80 26
"Saginaw Southbound", May80 24
Salzburg, H.E., Jan80 24
San Diego & Arizona Eastern
Geep 102 from M-K, Jul80 22
Motive power status, Jul80 22
SW8s in color, May80 2
Santa Fe Pacific Industries
AT&SF-SP merger proposed, Sep80 20
Merger called off, Jan81 26
Savannah, Ga., coal port, Jan81 26
Seaboard Coast Line
Savannah, Ga., coal port, Jan81 26
See: Family Lines
Second generation steam Mar81 63
See also: Steam locomotives, second generation
Sharks, ex-D&H
Diesel Electric Services, Nov79 20
In service on LS&I, Jan80 20
Lake Superior & Ishpeming, Nov79 20
"Pellets and Pulpwood", Mar80 24
"Saga of the St. J, Part 2", Mar80 48
Viscious snowplows, Mar80 63
Shaughnessy, Jim (Articles by)
"Ashley Interlude", Sep80 44
"Snow day", Mar81 43
Short Line Enterprises, Sep81 32
Short Line Rosters, by Sy Reich:
Mississippi Export R.R., Nov79 46
Mobile & Gulf, Nov79 46
Modesto & Empire Traction, Nov79 46
Sierra R.R., Mar80 22
"614 steams for safety", Jan81 44
"614 steams for safety, Part 2", Mar81 47
"Snow day", Mar81 43
Snowplow action, May80 67
Soo Line
Color painting "The Flyer", Mar81 67
DL640s on bridge, May80 40
DL640s to scrap, Jul81 26
Fs on E&LS, Nov80 28
"Pellets and Pulpwood", Mar80 24
Stored and leased Fs, Sep80 22
South Branch Valley, May80 20

Chicago, Burlington& Quincy
Hudson 3007 moved from Quincy, Sep80 22
Mikado 4960 overhauled by B&NW, Jul81 24
Mikado 4960 to B&NW, Mar81 26
Chicago, Madison & Northern
Buys American Crystal Sugar F7, May81 26
First run, Jul80 22
NW2 in new colors, May81 2
Chicago, Rock Island & Pacific
Accidental Bicentennial GP40, Jan80 67
Bidding postponed, Sep80 22
"C&NW Alco Country update", Sep81 28
Chessie takes over EJ&E portion, Nov80 30
EJ&E "Jock" Sep80 22
"Gator Line", Nov80 32
"Gator Line, Part 2", Jan81 51
Motive power disbursed, Sep80 22
NYS&W GP18 1804 on RI, Nov79 22
SD40-2s to ICG, Nov80 28
Sign of the times, Jul80 63
Strike crumbles Rock, Mar80 22
TA, FA and FP7 at Blue Island, May81 37
U25Bs into service on MEC, Jan81 26
U33Bs and Mate, Jul80 63
"Weekend in Houston: 1948", Nov79 33
China: "Railfanning China, Nov79 47
Chrome Crankshaft
BN Alcos on BRC, Mar81 26
Chicago & Indiana, Jan80 20
Clemens, David R. (Article by)
"The Traction Company", Nov79 24
Clinchfield R.R.
C&O 2-8-4 2716 at Marion, N.C., Nov79 20
CRR 4-6-0 No. 1 to B&O Museum, Jul81 26
Chesapeake & Ohio 2-8-4 2716, Mar80 20
FL colors on F7 800, Mar80 2
"Coal Smoke!", Mar80 46
Coal booms, Nov80 30
"Coast to Coast", May81 38
Coates, Wes (Article by)
"50 years of Lackawanna electrics", Jul81 48
We'd like you to meet . . ., Jul81 19
Colorado & Southern, Jul81 28
Colorado & Wyoming, Nov80 28
Columbia Iron & Metal, Jan81 26
"Commuters to Cape Cod?", Jan80 55
Connecticut Dept. of Transportation
Budd SPV-2000, Sep80 20
SPV-2000 troubles, May81 24
Conrail
Big Red, The Jersey G, Sep81 60
Buys GP15-1s, Nov79 20
"C&NW Alco Country update", Sep81 28
CR GP40 with Amtrak E60, Sep81 26
"Detroit & Toledo Shore Line", Jul81 40
Electric locomotive status, Nov79 22
Ex-L&HR C420 to V&M, Jul81 26
Ex-LV RS3 rebuilt as 9920, Jan80 61
"50 years Lackawanna electrics", Jul81 48
GG1 4800 saved, Mar80 20
House authorized sell-off, Sep81 24
Keep it moving on B23-7, Jul80 22
L. Stanley Crane replace Jordan, Jan81 28
Leases units to C&NW, Mar81 26
Leaves Northeast Corridor, May80 22
Lehigh & Hudson River, Nov79 60
Loco orders for 1980, Mar80 22
National Ry. Historical Society, Jul80 61
Niagara Jct. dieselized, Mar80 22
"Parade of the preserved GG1s", Sep81 48
Reagan budget cuts, Jul81 24
Reports net profit, Nov79 20
SD40-2s leased to E&LS, Sep80 22
"Snow day", Mar81 43
Tests AT&SF GP40Xs, Nov79 20
Trackage to P&W, Nov80 30
"U-boats of DeCoursey", May81 45
Withdraws GG1s from service, Mar80 20
Cotton Belt, Jul80 20
Crab Orchard & Egyptian
Crab Orchard's diesel, Jul80 63
NSW and CO&E, Sep80 66
Second generation steam, Mar81 63
"Crab Orchard & Egyptian R.R.", Jul80 26
Cuba, Jan80 32
Cumbres & Toltec Scenic R.R.
"Great Freight '79", Jan80 38
Rider freight charter special, May81 57
Schedule changes, Jul80 20
Curry, Bruce P. (Articles by)
"Saga of the St. J, Part 1", Jan80 24
"Saga of the St. J, Part 2", Mar80 48
"Saga of the St. J, Part 3", May80 26
"To capture a caboose", Jan80 31
Cuyahoga Valley Line
"The Cuyahoga Valley Line", Jul80 49
The 4070 panic Sep80 63
"Volunteering on the CVL" Jul80 54

D

D'Amato, Chris
A familiar name, Jul81 63
"Amazing White Pass, Part 1", Jul81 28
"Amazing White Pass, Part 2", Sep81 50
"Crab Orchard & Egyptian R.R.", Jul80 26
Delaware & Hudson
Amtrak *Adirondack* goes Amfleet, Nov80 28
C424m's 461-463 at Hornell, Sep80 2
CMO Cheney's new paint schemes, Jan80 20
Economy paint schemes, Sep81 24
Ex-L&HR C420 401 in color, Sep81 2
GE Hornell rebuild C424, Jul80 22
Gray U23B 2311 in color, Sep81 2
Irving Trust Co. special train, Jul80 20
PAs in Mexico, Nov79 63
"Saga of the St. J, Part 2", Mar80 48
Sharknose Baldwins, See: Sharks, ex-D&H
Delaware Otsego Corp.
Cars used on RV golf special, Sep80 20
From the Publisher's desk, Jan81 3
NYS&W Railway, Mar81 26
NYS&W ordered sold to DO, Sep80 20
Operates steam on LASB, Jan80 22
"Snow day", Mar81 43
Delaware, Lackawanna & Western
Electrification's 50th Anniversary, Jul81 61
"50 years Lackawanna electrics", Jul81 48
Lackawanna electrics, Nov80 63
RDC special, Nov80 42
Denver & Rio Grande Western
"Amazing White Pass, Part 1", Jul81 28
"Coast to Coast", May81 38
Ex-D&RGW F7 to CM&N, May81 26
K27 to Huckleberry, May81 24
"Monarch Minuet", Jul80 45
New diner for RGZ, Mar80 22
PAs on Royal Gorge, Jan80 36
See also: Durango & Silverton N.G. R.R.
Silverton sales completed, Jul81 24
Silverton sale delayed, Jul80 20
Depperman, Wayne (Article by)
"Railroads and the volcano", Nov80 44
Detroit & Mackinac
C425m's rebuilt at Hornell, Jul81 2
"Saginaw Southbound", May80 24
Detroit & Toledo Shore Line
"The Detroit & Toledo Shore Line", Jul81 40
Greetings from the D&TSL, Jul81 63
Old color scheme, Jul81 2
Present and Bicentennial colors, Jul81 2
"Steam on the Shore Line", Jul81 54
Detroit, Toledo & Ironton
GP35 in GTW/DT&I image, Sep81 2
GP38s traded for GTW SD40s, Jan81 26
New GP40-2s, Mar80 2
To be acquired by GTW, Nov79 22
Diesel Electric Services, Nov79 20
Dixon, Tom (Article by)
"Last Greenbrier", Jan81 37
Duluth, Missabe & Iron Range, Jul80 36
Duluth, Winnipeg & Pacific, May80 20
Durango & Silverton Narrow Gauge R.R.
D&RGW sale delayed, Jul80 20
Sale completed, Jul81 24
Sold to Charles Bradshaw, Nov79 20

E

E's with a 645, Sep81 64
East Broad Top, Jul81 28
"The 800s", Jul80 38
Electro-Motive Div. of General Motors
Adds 50s, continuous Dash-2s, May81 26
Amtrak AEM-7 testing, Jan80 20
Announces 50-Series, Jan80 20
Delivering the Centennials, Mar81 60
Delivers first GP39Xs, May81 26
New models, Jul80 20
New sound from EMD, Mar80 61
Elgin, Joliet & Eastern
Chessie takes EJ&E portion of RI, Nov80 30
Operates RI Peoria line, Sep80 22
Encounters with the *Falcon*, May80 61
Erie Lackawanna
Hoboken Terminal, Jan80 67
N.J. Transit, May80 2
Erie R.R., Mar 80 29
Escanaba & Lake Superior
Acquires Milwaukee Rd. trackage, Jul80 22
Baldwin 101 in GN colors, Jan81 2
Leased power, Sep80 22
"Pellets and Pulpwood", Mar80 24
Soo and Milw. Fs, Nov80 28

F

Family Lines
CSX Corporation, Jan81 28
Chessie Safety Express to Florida, Jul81 24
FL colors on Clinchfield F7, Mar80 2
FL units on last A-T, Sep81 24
GEs for NdeM from SCL, Jul80 22
L&N 70-tonner 98 to Tropicana, Jul80 22
SCL B023-7 5135, Mar80 33
Tropicana ex-L&N 98, Nov80 2
"U-boats of DeCoursey", May81 45
"Farewell to the Frisco", Nov80 51
"50 Years of Lackawanna electrics", Jul81 48
Film Reviews:
Great Steam Machine, Avanti, Sep80 17
SR 610 on Southern, Main Line, May80 19
Fisher, Larry J.
Soo Line painting by, Mar81 67
We'd like you to meet . . ., Mar81 21
Flashbulbs, May80 5
Freeman, Sam, May81 24
French, Jim, May81 61, Nov80 63
Frisco, See St. Louis-San Francisco
From the Publisher's desk:
Abandoned lines, May81 3; Amtrak's Catch-22, Nov79 3; Delaware Otsego Corp., Jan81 3; Home video tapes, Jan80 4; New York, Susquehanna & Western, Jan81 3; New editor, May80 3; Our latest book, May80 3, Road names changing, Mar81 3; Rule books, Sep80 3; Subway graffiti, Nov80 4; That favorite railroad, 1, Jul81 3; That favorite railroad, 2, Sep81 3; The Suskie, Mar80 3; The new Susquehanna, Jan81 3; Vintage railroad books, Jul80 3.
Ft. Wayne R.R. Historical Society, See: Nickel Plate 2-8-4 765

G

"The Gary Job", Sep80 36
"Gator Line", Nov80 32
"Gator Line, Part 2", Jan81 51
Gaydek, Jerry (Article by)
"Saginaw Southbound", May80 24
We'd like you to meet . . ., May80 57
Geist, Grant, (Article by)
"Volunteering on the CVL", Jul80 54
Geletzke, Charles H. (Articles by)
"Detroit & Toledo Shore Line", Jul81 40
"Steam on the Shore Line", Jul81 54
We'd like you to meet . . ., Jul81 20
General Electric
Apache R.R. and D&H units, Sep80 2
Electrics for Mexico, May81 26
Hornell rebuilds for D&H, GB&W, Jul80 22
Hornell rebuilt D&M C425m's, Jul81 2
Introduces B36-7, May81 26
SSW 830-7/B36-7 7770, Jul80 21
Genesee & Wyoming
Buys MP15DCs, Mar81 26
C424 rebuilds for D&H, Jul80 22
G&W-owned D&H C424m's, Sep80 2
Gettysburg R.R., Nov80 30
GG1 4935
Capital Limited '79, Jan80 57
Makes last run, Jan81 28
NRHS night session at Ivy City, Jan80 2
"Parade of the preserved GG1s", Sep81 48
With red 4877, Sep81 2
GG1 electrics
Amtrak 4935 with red 4877, Sep81 2
Amtrak retires last GG1s, Jul81 24
Big Red, The Jersey G, Sep81 60
GG1 4913 to Altoona museum, Jan81 28
GG1 4935 retires, Jan81 28
N.J. Transit 4877 in red, Sep81 2
N.J. Transit may retire GG1s, Jul81 24
"Parade of the preserved GG1s", Sep81 48
Gieske, John (Article by)
"Centennials!", Mar81 30
Listen to the kids, Nov80 63
Many thanks, Sep81 64
Golden Arrow Tours
"Berk goes to work", Sep80 26
TP&W fan trips, Sep80 61
Thoughts on 765, Nov80 61
GO Transit
Leases trainsets to VIA, May81 26
NRHS Toronto Convention, Nov80 28
Grand Trunk, Mar80 56
Grand Trunk Western
Caterpillar/Alco "Alley Cats", May81 26
"Detroit & Toledo Shore Line," Jul81 40
Gets RI units, Sep80 22
SD40s traded to DT&I Jan81 26
"Steam on the Shore Line", Jul81 54
To acquire DT&I, Nov79 22
"Great Freight '79", Jan80 38
Great Northern
Anaconda Aluminum ex-GN NW3, Jan81 26
E&LS adopts GN colors, Jan81 2
Great Western Sugar Co. Mar80 20
Greater Winnipeg Water District
"GWWD: Manitoba's uncommon carrier", May81 50
Winnipeg Hydro 4-4-0, May81 61
Green Bay & Western
C420 323, ex-L&HR, Jul80 2
Hornell rebuilt C424 319, Jul80 22
Green Mountain R.R.
RS1 on Steamtown excursion, Sep81 27
Runaway boxcar, Nov79 20
"Surprises at Steamtown", Mar81 38
Greyhound Leasing Sep80 22
Grosselfinger, Walter
Disapproves N.J. Transit colors, Sep80 67
Gets N.J. Transit scheme modified, Nov80 67
Big Red, The Jersey G, Sep81 60
Guayaquil & Quito
In Search of Steam, May81 20
Southern Ry. green 2-8-0, May81 67
"GWWD: Manitoba's uncommon carrier", May81 50

H

Hainesburg Inn Mar80 63
Harmen, Robert R. (Article by)
"Monarch Minuet", Jul80 45
Hart, George, Jan80 22
Hartley, Scott (Articles by)
"CP Rail in Vermont", Sep80 50
"Coast to Coast", May81 38
"Montreal's endangered electrics", Nov80 46
Hastings, Philip R. (Article by)
We'd like you to meet . . ., Nov79 53
"Weekend in Houston: 1948", Nov79 33
Hedge, John W. Jan80 46
Henry Ford Museum May80 24
"Here comes 765!", Jan80 42
Hillcrest Lumber Climax 10, Sep81 26, 62
Hocking Valley Scenic Ry. Mar80 20
Houston Belt & Terminal Nov79 33
Hubbard, Freeman (Article by)
"Interesting Railfan: John Hedge", Jan80 46
"*Railroad* Heritage, Part 2" Mar80 32
"*Railroad* Heritage, Part 3" Jul80 24
Huckleberry R.R. May81 24
Hutchings, Rich (Article by)
"Saginaw Southbound", May80 24
We'd like you to meet . . ., May80 57

I

Illinois Central
"Ashley Interlude", Sep80 44
Central 2742 at Kentucky Dam, May80 38
Dixon, Ill., 0-6-0 275, May80 60
ICRR colors on OP&E SW8, Nov80 2
"Surprises at Steamtown", Mar81 38
Illinois Central Gulf
Amtrak *Mississippi Zephyr* special, Nov80 30
Amtrak's *Prairie Marksman*, Nov80 28
"Amtrak's RDCs", Jan80 51
Ex-RI SD40-2s, Nov80 28
GP38-2 9568 in new gray colors, Nov79 2
"Gator Line", Nov80 32
Listen to the kids, Nov80 63
Paducah SD20 2000, Jan80 20
Snowplow action, May80 67
Swaps C636s for PNC SR SD24s, May80 22
In Search of Steam, by Mike Eagleson:
Cuba, Jan80 32; Eastern Europe, Nov79 45; England's Rocket 150, Jan81 22; Steam in Africa, I, Mar80 18; Steam in Africa, II, May80 56; Steam in Asia, Jul80 37; Steam in Cuba, Jan80 32; Steam in Ecuador, May81 20; Steam in India, Sep80 18; U.S. steam in Turkey, Sep81 22.
Incentive Per Diem boxcars, May80 20
Index information, Nov79 59
Indiana & Ohio, Jan81 2
Indiana Harbor Belt, Nov80 2
Indiana Railway Museum
Ex-M&G 2-6-0 97, Mar80 36
Receives AW&W Alco, Jul81 26
Ingalls Shipbuilding, Jan80 20
"Interesting Railfan 196: John Hedge", Jan80 46
Iron Horse Rambles, Nov79 56
Irving Trust Co. special train, Jul80 20
Itel Corp. Nov79 20

J

Jersey Central Chapter NRHS
Baldwin fantrip at NWS Earle, Sep81 24
Big Red, The Jersey G, Sep 81 60
OL&W 50th Anniversary, Jul81 61
OL&W ROC special, Nov80 42
Johnson, Ronald N. (Article by)
"Cuyahoga Valley Line", Jul80 49
Jolitz, Bill (Article by)
"Great Freight '79", Jan80 38
We'd like you to meet . . ., Jan80 56

K

Kamisher, Joel (Article by)
"Whistle-stopping", May81 28
We'd like you to meet . . ., May81 19
Kansas City Southern
Bidding on RI postponed, Sep80 22
Biggest Shay, Nov80 6
SDF50/SD40X 703, Jan80 21
Kansas City Terminal R.R. Mar80 22
Kaplan, Donald R. (Article by)
"The 800s", Jul80 38
"The Gary Job", Sep80 36
Karsten, Bob (Articles by)
"Gator Line", Nov80 32
"Gator Line, Part 2", Jan81 51
Katy R.R.: See Missouri-Kansas-Texas
Keewenaw Central, Jan81 28
Kentucky Railway Museum Jan81 2
Kids and m.u.s., Mar81 61
Knott's Berry Farm, May81 24
Krambles, George, Sep80 25

L

Lackawanna electrics: See N.J. Transit
Lackawaxen & Stourbridge
Operates 4-6-0 for celebration, Jan80 22
RS3 102 on passenger special, Jan80 2
Lake Superior & Ishpeming
Ex-D&H Shark 1216, Jan80 20
"Pellets and Pulpwood", Mar80 24
Radio frequencies, Nov80 6
Sharks, ex-D&H, Nov79 20
Lamoille County R.R., Jan80 25, Mar80 48
Lamoille Valley
Chopped-nose RS3 7804, Jul80 2
Loco acquisitions, Jul80 22
Operation update, Jan80 61
"Saga of the St. J, Part 1", Jan80 24
"Saga of the St. J, Part 2", Mar80 48
"Saga of the St. J, Part 3", May80 26
"Last Greenbrier", Jan81 37
Lawson, Tom, Sep81 61
Leffler, Doug (Article by)
"Pellets and Pulpwood", Mar80 24
We'd like you to meet . . ., Mar80 57
Lehigh & Hudson River
Conrail, Nov79 60
D&H C420 401 in L&HR colors, Sep81 2
V&M acquires L&HR C420, Jul81 27
Lehigh Valley
BAR Geep at night at Sayer, May81 34
RS3 211 rebuilt by Conrail, Jan80 61
U23Bs at Treichlers, Pa., Jul80 34
Lenardson, Bob (Article by)
"The Other L&N", Jan81 33
Letourneau, Rodger (Article by)
"GWWD: Manitoba's uncommon carrier", May81 50
Microphone protector, Mar81 23

Lima, Ohio, Nov80 41
Listen to the kids Nov80 63
Loati, Bruno, Mar80 48, May80 26
Long Island R.R
Converts Milw. F7 to cab car, Mar81 22
F7 cab car 620, Mar81 2
FA cab cars in new colors, Nov79 2
G5 4-6-0 39 to move, Jul80 20
Main Line Steam Foundation, Jan80 20
Viscious snowplows, Mar80 63
Louisiana & Pine Bluff
GE 45-ton 35, Sep81 63
"Gator Line, Part 2", Jan81 51
Louisville & Nashville
Amtrak *Hoosier State*, Mar81 24
"Ashley Interlude", Sep80 44
Big Alcos, GEs and SDP35s, Nov80 28
E6 770 restored to old colors, Jan81 2
"U-boats of DeCoursey", May81 45
Lowell, Mass., Sep80 20
Ludington & Northern
"The Other L&N", Jan81 33
SW8 16 in color, Jan81 67
Switcher 0-6-0 27, Sep81 63

M

Mad River and NKP R.R. Society Museum
Paints Wabash F7 671, Sep80 2
Receives Milw FM H12-44, Mar81 26
What N&W really means, Sep80 63
Main Line Steam Foundation
G5 4-6-0 39, Rail 'n Sail, Jan80 20
To move LIRR 4-6-0 39, Jul80 20
Maine Central
Gets RI U25Bs, Sep80 22
Mellon buys MEC, Sep81 26
Outshops two ex-L&N Geeps, May80 22
Puts RI U25Bs into service, Jan81 26
Rebuilds first ex-L&N Geep, Mar80 22
"Saga of the St. J, Part 1", Jan80 24
"Saga of the St. J, Part 3", May80 26
Manitou & Pike's Peak, Jul80 20
Many thanks, Sep81 64
Maps:
A&LM, Nov80 33; A&LM Bastrop, La., Nov80 39; A&LM Crossett, Ark., Jan81 53; A&LM Monroe, La., Nov80 37; Amtrak RDC routes, Jan80 53; Ashley, Ill., 1957, Sep80 45; BN's Powder River Cutoff, May80 51; C&NW Alco Country, Sep81 29; C&O Passenger Routes 1940, Jan81 38; C&TS Great Freight '79, Jan80 41; Central California Traction, Nov79 25; CCT Lodi, Nov79 28; CCT Sacramento, Nov79 30; CCT Stockton, Nov79 28; CN under wire, Nov80 47; CP in Vermont, Sep80 55; CSS&SB, Jul80 42; CSS&SB Gary run, Sep80 38; Central New York, Mar81 44; China, Nov79 48; Climbing D&RGW to Monarch, Jul80 46; Crab Orchard & Egyptian R.R., Jul80 28; Cuyahoga Valley Line, Jul80 51; D&M steam move, May80 24; D&TSL, Jul81 42; Frisco and Springfield, Mo., Nov80 52; GWWD, May81 51; Gateway to the Yukon, Jul81 30; Houston 1948, Nov79 34; L&N in Cincinnati, May81 46; Lackawanna electrics, Jul81 51; Lamoille Valley R.R., May80 29; Ludington & Northern, Jan81 34; SR Charlottesville main with profile, Mar80 38; San Diego Light Rail, Nov79 42; St. Johnsburg & Lamoille County, Jan80 27; StJ&LC Bridge Route, Jan80 25; Steaming to Sacramento, Sep81 40; TP&W, Sep80 29; Temiscouata Ry., May80 43; UP Oregon Div., Mar81 32; Vermont Northern, Mar80 51; WP&Y, Jul81 31; Sep 81 51; WSS&YP, Mar80 46.
Maryland DOT, May81 2
Massachusetts Bay Transportation Auth.
Boston's problems, Jul81 26
Equipment and service update, Nov79 22
Five new F40PHs, May81 26
Leyland railbus, May80 20
Service update, May80 20
Massachusetts Central
Becomes designated operator, May80 22
Receives ex-SR NW5 2100, Jul80 22
McBride, Mike, May80 61, 62
McCormack, Doyle
"Here comes 765!", Jan80 42
Nickel Plate 2-8-4 765, Mar80 20
SP Daylight 4-8-4 4449, May81 24
"Steaming to Sacramento", Sep81 32
Thoughts on 765, Nov80 61
McKenzie, William H. (Article by)
"BN's Orin Cutoff", May80 48
We'd like you to meet . . ., May80 57
Mellon, Timothy, Sep81 26
Melvin, Richard (Article by)
"Railfanning with videotape", May80 53
Mexico
D&H PAs on NdeM, Nov79 63
FCP hybrid RSD5 547, Jan80 20
Ge electrics for NdeM, May81 26
GEs from N&W, C&O and SCL, Jul80 22
NdeM Canadian-built units, Mar81 26
Re-engining GE U36s with Alco, Jul80 22
"Steaming to Sacramento", Sep81 32
Michigan Northern, Mar80 63
Mid-Continent Railway Museum
B&NW overhauls CB&Q 4960, Jul81 24
Leases CB&Q 4960 to B&NW, Mar81 26
Middletown & New Jersey, May 80 20
Milwaukee Road
Back to the drawing boards, Jul80 20
Branch becomes St. Maries River, May81 26
C&NW merger rumor, Nov80 28
Climax 10 on ex-Milw. line, Sep81 26
"Coal Smoke!", Mar80 46
Congress and the Milwaukee, Mar80 22
"The 800s", Jul80 38
Ex-Milw. LIRR F7 cab car, Mar81 2
FM switchers to CWRR, Jul81 26
Fs on E&LS, Nov80 28
ICC supports core plan, May80 22
Morton Logger, Jul80 33
PNC M-K SD10s, May80 22
"Pellets and Pulpwood", Mar80 24
Retires FMs, Fs and most GEs, SEP80 20
Sprint Trains to continue, Sep80 20
Super Dome to Chessie, Jul 81 24
Mississippi Export R.R., Nov79 46
Missouri Pacific
Camera Bag, Jan81 55
"Crab Orchard & Egyptian R.R.", Jul80 26
"Farewell to the Frisco", Nov80 51
"Gator Line", Nov80 32
"Gator Line, Part 2", Jan81 51
Gets RI units, SEP80 22
Orders 10 GP50s, Mar80 22
SD40s at Bixby, Ill., May81 36
Takes GP50 delivery, Mar81 26
UP merger proposed, May80 26
"Weekend in Houston 1948", Nov79 33
Missouri-Kansas-Texas, Sep80 22
Mobile & Gulf, Nov79 46
Modesto & Empire Traction, Nov79 46
Mohowski, Bob (Article by)
"Saga of the St. J, Part 1", Jan80 24
"Monarch Minuet", Jul80 45
"Montreal's endangered electrics", Nov80 46
Morrison-Knudsen
AT&SF Sulzer-powered SD45 5497, May81 26
Amtrak FL9 rebuild, Nov79 23
BN caboose, Jan81 26
Demonstrator 5001, Nov79 21, Jan81 26
Geep for St. Maries River, May81 26
M-K demonstrator 8302, Jan81 26, Mar81 24
Maryland DOT F9PH rebuilds, May81 26
Rebuilt Geep 102 for SO&AE, Jul80 23
Rebuilt SD10s for PNC, May80 22
SD40 and SD45 corrections, Mar81 24
SP S33DBE TEBU road slug, Sep80 22
"Saga of the St. J," Mar80 48, May80 26
Sulzer SD45s dor UP, SP and AT&SF, Jan80 20
Sulzer-equipped UP SD45 60, Jan81 26
TE50-4S demonstrator on UP, Nov79 20
Mount St. Helens
Dust over BN at Spokane, Nov80 2
"Railroads and the volcano", Nov80 44
Yakima trolleys effected, Nov80 26
Movies
Disaster on the Coastliner, Mar80 61
Four Friends, Mar81 26
Runaway!, Mar80 61
Silver Streak, Mar 80 61
Train to Terror, May80 20
"Mr. Nixon's mysterious films", Mar80 29
Mt. Washington Cog Ry., Nov80 28
Munk, Peter Muller, Sep80 67

N

N.J. Dept. of Transportation, See N.J. Transit
N.J. Transit
Big Red, The Jersey G, Sep81 60
Cars and locos ordered, Nov80 30
Corporation created, May80 22
E8 4323 in new white scheme, Sep80 67
Electric locomotive status, Nov79 22
Erie Lackawanna, May80 2
"50 years Lackawanna electrics", Jul81 48
GG1 4877 in PRR Tuscan red, Sep81 2
GG1 status, Mar80 22
Lackawanna electrics, Nov80 63
M.U.'s in new colors, May80 2
May retire GG1's, Jul81 24
Munk, Peter Muller, Sep80 67
New silver and black colors, Nov80 67
SR E8s to NY&LB, May80 21
Tri-State NRHS *Erie Limited*, Mar81 24
NRHS Toronto Convention, Nov80 28
NRHS buys GG1 4800, Jul80 61
Naparano Iron & Metal, Jul81 26
National Railway Historical Society
Big Red, The Jersey G, Sep81 60
CNY Chapter depot, May81 34
CPR doubleheader 1958 convention, Mar80 34
Capital Limited '79, Jan80 67
Capital Limited '79, Photo Contest, Jan80 33
Jersey Central Chapt. RDC special, Nov80 42
Jersey Central Chapt. Earle trip, Sep81 24
Lancaster purchase GG1 4800, Mar80 22
Mohawk & Hudson NYC electric, Sep80 20
NRHS buys GG1 4800, Jul80 61
Night photo session at Ivy City, Jan80 2
"Parade of the preserved GG1s", Sep81 48
Toronto 1980 convention, Nov80 28
Tri-State Chapter DL&W 50 years, Jul81 61
Tri-State Chapter *Erie Limited*, Mar81 24
Nelligan, Tom (Articles by)
"Amtrak's RDCs", Jan80 51
"Commuters to Cape Cod?", Jan80 55
We'd like you to meet . . ., Jan80 56
New Haven R.R., Jan80 51, 55
New York & Long Branch, See N.J. Transit
New York Central
CR&I Lima scrapped, Jan81 26
From the Publisher's desk, Jul81 3, Sep81 3
Martisco depot at night, May81 34
NKP 2-8-4 lettered NYC, Mar81 26
T-3 electric to NRHS, Sep80 20
New York MTA
FL9 5043 rebuilt at Hornell, Jan80 2
Farewell to the S-motor, Sep81 24
New York, Susquehanna & Western
Delaware Otsego inspection train, Mar81 26
Former-NYS&W RDC on NRHS special, Nov80 42
From the Publisher's desk, Jan81 3
GP18 1804 to C&I and RI, Nov79 22
GP18 1804 to Soo and C&NW, Jan80 20
Judge orders dismantled, Nov79 22
Ordered sold to Delaware Otsego, Sep80 20
Niagara Junction, Mar80 22
Nickel Plate 2-8-4 765
"Berk goes to work", Sep80 26
Ft. Wayne to Argos trips, Nov80 28
"Here comes 765!", Jan80 42
Lettered NYC for movie, Mar81 26
Moves for winter storage, Mar80 20
NRHS Toronto Convention, Nov80 28
Nears completion, Nov79 20
Passing Lima Loco Works, Nov80 41
Proposed schedule for TP&W, May80 20
TP&W fan trips, Sep80 61
Thoughts on 765, Nov80 61
With Wabash F7, Sep80 63
Nickel Plate Road
"Detroit & Toledo Shore Line" Jul81 40
Nixon, Ronald V. (Article by)
"Mr. Nixon's mysterious films", Mar80 29
We'd like you to meet . . ., Mar80 57
Norfolk & Western
Class J 4-8-4 611 to SR, Jul81 24
Coal booms, Nov80 30
Creates GP4-Vs, May81 26
"Detroit & Toledo Shore Line", Jul81 40
GEs for NdeM from N&W, Jul80 22
Gettysburg gets N&W RS36, Nov80 30
Low nose, short end forward, Mar81 24
More red units, Jan80 20
N&W-SR merger on again, Sep80 22
NKP 2-8-4 765 trips to Argos, Nov80 28
NKP 765 and Wabash F7, Sep80 63
NRHS Toronto Convention, Nov80 28
Robert Claytor becomes president, Jan81 28
Tests AT&SF GP40Xs, May80 21
"U-boats of DeCoursey", May81 45
UP C30-7 at Leipsic, Ohio, May80 39
Wabash F7 repainted at Bellevue, Sep80 2
Y6b on Dry Fork trestle, Jan80 34
North Country R.R., Nov80 2
Northern Alberta Ry., Nov80 28
Northern Counties Logging Assn., Sep81 44, 63
Northwestern Steel & Wire
Acquires three SW1001s, Sep81 26
Dieselizes, Mar81 24
P.W. Dillon dies, Sep80 66
Places 0-8-0 at Dillon Museum, May81 24
Second generation steam, Mar81 63
Steam in the Eighties, May80 61
Not on the Wheel Report, by Joe Easley:
Agent concerned, Jul80 62; Chewin' tibacco, Jan81 62; Crowded spur, May81 62; Job in Mexico, Mar81 62; Lost scoop, Mar80 62; Making good time, Sep80 62; Men standing around, Jul81 62; No juice yet, Nov79 58; Secrets, May80 62; That's the sugar, Nov80 62; Trainmen's level, Sep81 62.

O

Ontario Central, Jan80 22
Ontario Midland, Jan80 22
Ontario Northland, Jul80 2
Operation Lifesaver, Mar81 51
Oregon, Pacific & Eastern, Nov80 2
Osage R.R., Jul80 36
"The Other L&N", Jan81 33

P

PATrain, Mar81 26
Pacific Locomotive Assn., See: SP 0-6-0 1269
"Parade of the preserved GG1s", Sep81 48
Peaker Services, Inc., Jan81 28
"Pellets and Pulpwood", Mar80 24
Penn Central
PC paint on last NYC S-motor, Sep81 24
PRR MP54s at Elmora, Jan80 35
Pennsylvania R.R.
Decapod at Enola, Jan80 37
Decapod at Milesburg, May81 33
MP54s at Elmora, Jan80 35
Restored GG1 4877 in Tuscan red, Sep81 2
Steam engines at Northumberland, Jan80 33
Pere Marquette 2-8-4 1225, May81 24
Peter, Bill, Jan80 38, May81 67
Pins, George, Jan80 22
Pinsly, Samuel M., Jan80 24, Mar80 48
Piskor, Ron
We'd like you to meet . . ., Mar81 22
P.M. Magazine TV crew, Mar80 37
Polish EM-1, Mar80 61
Port Jersey R.R., May81 26
Portland Terminal, Nov80 44
Potlatch Corp., May81 26
Precision National Corp.
"C&NW Alco Country update", Sep81 28
Leases units to C&NW, Mar81 26
M-K rebuilt SD10s on Milw., May80 22
Swaps SR SD24s for ICG C636s, May80 22
USDOT ex-UP Geeps, Sep80 22
Product Reviews:
Railfinders decorator lamp, Jan80 14
Westrail 1980 calendar, Mar80 12
Providence & Worcester
Expansion, Leases BAR GP38, Nov80 30
Orders GP38-2, Mar80 22
Receives GP38-2 2006, Jul80 22
Purple Martin Junction, Sep80 22

Q

Quincy & Torch Lake, Jan81 28

R

RD-1 and the Hainesburg Inn, Mar80 63
Ragg, Michael and Aaron, Mar81 63
Railway Valley, Sep80 20
Rail 'n Sail, Jan80 20
Rail Service Associates, Jan80 22
"Railfanning China", Nov79 47
Railfanning is:
All-terrain vehicle, Jul81 62; Commuter, Nov79 6; Do not flush, Jan80 6; Engineer's cap, Mar81 17; Explaining, Jul80 62; Fall weekends, Jan81 6; Grooving on sound, Sep81 62; Number 40, Nov80 21; Only at night, Mar80 4; Sierra Club, May80 16; T-shirt herald, Sep80 62; Vanderbilt tender, May81 62
"Railfanning with videotape", May80 53
"*Railroad* Heritage, Part 2," Mar80 32
"*Railroad* Heritage, Part 3" Jul80 24
Railroad Museum of Pennsylvania, Jul80 61
Railroadians of America, Nov79 57
"Railroads and the volcano", Nov80 44
Reading Co., Nov79 56
Recording Reviews:
765 Alive!, Custom Steam Prod., Jan81 19
Power and Majesty, Mobile Fid., Mar81 20
Vanishing Vapor on B&M, 470 Club, Mar81 19
Reiser, Hal (Article by)
"U-boats of DeCoursey", May81 45
We'd like you to meet . . ., May81 17
Rich, Walter, See: Delaware Otsego Corp.
Richmond, Fredericksburg & Potomac, Sep81 24
Rosters:
Amtrak RDCs, Jan80 53; Arkansas & Louisiana Missouri, Jan81 52; CCT Diesel, Nov79 26; CN's Montreal electrics, Nov80 48; CP in Vermont, Sep80 52; D&TSL diesels, Jul81 46; D&TSL steam, Jul81 55; DL&W electrics, Jul81 51; Lamoille Valley, May80 29; Louisiana & Pine Bluff, Jan81 52; Mississippi Export, Nov79 46; Mobile & Gulf, Nov79 46; Modesto & Empire Traction, Nov79 46; StJ&LC 1973-77, Mar80 50; StJ&LC to 1973, Jan80 28; Vermont Northern, Mar80 50.
Rowland, Ross E.
"ACE 3000, Tomorrow's steam loco", Jan81 30
See: Chessie System
See: Steam Locomotive Corp. of America
"614 steams for safety", Jan81 44
"614 steams for safety, Part 2", Mar81 47
Swaps AFT 1 for C&O 614, Jan80 22
"Royal Hudson South", Mar80 42
Runey, Mike (Article by)
"Temiscouata Ry.: 1948", May80 41

S

Sacramento Railfair 1981
Hillcrest Lumber Climax 10, Sep81 62
Plans develop, May81 24
"Steaming to Sacramento", Sep81 32
"Saga of the St. J, Part 1", Jan80 24
"Saga of the St. J, Part 2", Mar80 48
"Saga of the St. J, Part 3", May80 26
"Saginaw Southbound", May80 24
Salzburg, H.E., Jan80 24
San Diego & Arizona Eastern
Geep 102 from M-K, Jul80 22
Motive power status, Jul80 22
SW8s in color, May80 2
Santa Fe Pacific Industries
AT&SF-SP merger proposed, Sep80 20
Merger called off, Jan81 26
Savannah, Ga., coal port, Jan81 26
Seaboard Coast Line
Savannah, Ga., coal port, Jan81 26
See: Family Lines
Second generation steam Mar81 63
See also: Steam locomotives, second generation
Sharks, ex-D&H
Diesel Electric Services, Nov79 20
In service on LS&I, Jan80 20
Lake Superior & Ishpeming, Nov79 20
"Pellets and Pulpwood", Mar80 24
"Saga of the St. J, Part 2", Mar80 48
Viscious snowplows, Mar80 63
Shaughnessy, Jim (Articles by)
"Ashley Interlude", Sep80 44
"Snow day", Mar81 43
Short Line Enterprises, Sep81 32
Short Line Rosters, by Sy Reich:
Mississippi Export R.R., Nov79 46
Mobile & Gulf, Nov79 46
Modesto & Empire Traction, Nov79 46
Sierra R.R., Mar80 22
"614 steams for safety", Jan81 44
"614 steams for safety, Part 2", Mar81 47
"Snow day", Mar81 43
Snowplow action, May80 67
Soo Line
Color painting "The Flyer", Mar81 67
DL640s on bridge, May80 40
DL640s to scrap, Jul81 26
Fs on E&LS, Nov80 28
"Pellets and Pulpwood", Mar80 24
Stored and leased Fs, Sep80 22
South Branch Valley, May80 20

Southern Pacific
CalTrans, Mar80 20
Commute developments, Nov79 22
Consolidation 3420 at El Paso, Jul81 24
Ex-SP Alco S6 to C&I, Jan80 21
Experimental colors on SD40E, May81 2
FP7 6459, Jul80 35
M-K Sulzer-engined SD45s, Jan80 20
M-K TEBU road slug 1600, Sep80 22
SSW B30-7/B36-7 7770, Jul80 21
Santa Fe Pacific Industries, Sep80 20
Santa Fe Pacific merger, Sep80 20
Santa Fe Pacific called off, Jan81 26
SP 0-6-0 1269, Sep81 32, 67
SP Daylight 4-8-4 4449
Chatsworth Rocks in color, Sep81 67
Emerges in Daylight colors, Jul81 2
Restoration commences, May81 24
"Steaming to Sacramento", Sep81 32
Subsidies for Commute service, Mar80 20
"The Traction Company", Nov79 24
"Weekend in Houston: 1948", Nov79 33
"Whistle-stopping", May81 28
Southern Ry.
Capital Limited '79, Jan80 57
Chesapeake & Ohio 2-8-4 2716, Mar80 20
Donates E8s to museums, May80 22
Ecuador 2-8-0 in SR green, May81 67
Ex-T&P 2-10-4 610 to Texas, May81 24
FP7s on Front Royal fantrip, Sep81 25
Freights at Greensboro, Jul80 35
GP39Xs delivered, May81 26
L. Stanley Crane to retire, Jan81 28
N&W-SR merger on again, Sep80 22
N.J. Transit, May80 21
NRHS Toronto Convention, Nov80 28
Receiving GP50s, Jan81 26
Royal Hudson 2839 to W&W, Mar81 24
"Royal Hudson South", Mar80 42
Steam for 1980 season, Jul80 22
Steam status mid-1981, Sep81 24
Taking delivery of GE B36-7s, Jul81 26
"Ticket to Charlottesville", Mar80 37
To overhaul N&W 4-8-4 611, Jul81 24
"U-boats of DeCoursey", May81 45
Working on C&O 2-8-4 2716, Jul81 24
Springfield, Mo., Nov80 51, 60
SPV-2000, See: Budd SPV-2000
St. Maries River R.R., May81 26
St. Johnsbury & Lamoille County
Color schemes, Mar80 67
"Saga of the St. J, Part 1", Jan80 24
"Saga of the St. J, Part 2", Mar80 48
"Saga of the St. J, Part 3", May80 26
"To capture a caboose", Jan80 31
St. Louis-San Francisco
BN-Frisco merger approved, Mar81 26
"Farewell to the Frisco", Nov80 51
GP50 3100 in color, May81 2
GP50 painted Frisco, Mar81 26
MKT blocks BN-Frisco merger, Sept80 22
Springfield and the Frisco, Nov80 60
Steam coverage, *Markers*, May81 61
Steam locomotives, second generation
ACE 3000 developments, May81 24
"ACE 3000, Tomorrow's steam loco", Jan81 30
ACE vs. electrics, May81 4
Second generation steam, Mar81 63
Winterthur/Sulzer 4-8-4, Jan80 20
"Steam on the Shore Line", Jul81 54
Steam: 1830 to 1980 Jan81 60
"Steaming to Sacramento", Sep81 32
Steamtown U.S.A.
CPR Jubilee and Pacifics, Mar81 2
Don Ball becomes director, Jan81 28
Four Pacifics at night, Jan80 37
GMR RS1 on excursion, Sep81 27
No steam to open 1981 season, Sep81 26
Passenger colors on G5s, Mar80 2
Runaway GMR boxcar, Nov79 20
"Surprises at Steamtown", Mar81 38
Train to Terror movie, May80 20
Volunteering at Steamtown, Mar81 63
Steinbrenner, Dick (Article by)
"C&NW Alco Country update", Sep81 28
Stockton Terminal & Eastern, Nov79 24
Strasburg R.R., Jul80 61
"Surprises at Steamtown", Mar81 38
Sweden, Jul80 67
Sydney & Louisburg, Jul81 54

T

"Temiscouata Ry.: 1948", May80 41
Terry, John (Article by)
"Coal Smoke!", Mar80 46
Texas & New Orleans, Nov79 33
Texas & Pacific
"Interesting Railfan: John Hedge", Jan80 46
SR returns 2-10-4 610 to Texas, May81 24
"The Traction Company", Nov79 24
"Ticket to Charlottesville", Mar80 37
"To capture a caboose", Jan80 31
Toledo, Peoria & Western
Amtrak's *Prairie Marksman*, Nov80 28
"Berk goes to work", Sep80 26
Big steam on the TP&W, Sep80 60
TP&W fan trips, Sep80 61
Tom Thumb
"Steaming to Sacramento", Sep81 32
Tom Thumb's 150th Anniversary, Jan81 28, 60
Westbound *Thumb*, Sep81 62
Tourist Railroad Association, May81 62
Transit Topics, by Steve Maguire:
Accidents, May80 46; Arden Trolley Museum, Nov80 27; BART, Nov79 43, Jan81 57, Mar81 29, Sep81 57; BART earthquake, Jan80 48; BCE loco to Edmonton, Nov80 27; Baltimore Streetcar Museum, Mar80 44, Jan81 57; Bay Area ERA, Sep80 25; Boston, Mar81 29, May81 22, Jul81 23; Boston Arborway, Sep80 25; Boston's Southwest Corridor, Jan80 48, Brazil university line, Sep81 57; Buckingham Valley, May80 47; Buffalo, Jul81 23, Sep81 56, Nov80 27, May81 22, Nov79 42, Sep80 24; CSS&SB, Nov80 27, Sep81 56; CSS&SB Joe to B&O Museum, Jan80 49; CSS&SB Sumitomo cars, Jan81 56; Calgary, Mar 81 28, May80 46; Calgary LRVs arrive, Jan81 56; California Ry. Museum, Jan81 57; Canadian LRV, Nov79 42, Mar80 44; Chicago CTA's new cars, Sep81 56; Chicago Loop, Nov79 42; Chicago O'Hare extension, May80 46; Chicago fares, Mar80 45, May81 22; Chicago line to Midway Airport, May80 47; Chicago snows, Jan80 48, May80 47; Chicago troubles, May80 46; Cleveland Jan80 49, Mar80 44, Jul81 23; Cuba interurban, Mar81 28; Detroit Woodward subway, Mar81 28; Detroit streetcar line, Jul80 56, Sep80 24; East Troy, Nov79 43, Mar80 45; Edward Dana, Sep81 56; El Paso, Mar80 44, Jul80 57; Federal grants, Nov79 43; Finland, Mar80 45; Friends of the El, Sep80 25; Ft. Smith, May80 47; George Krambles retires, Sep80 25; Hong Kong, Mar80 45, Sep80 25; Houston rapid transit, Mar81 29; ITC to N&W, Mar81 28, Jul81 23, Sep81 57; Illinois Ry. Museum, Mar81 28; Kansas City, Jan81 56; Kawasaki, Mar81 29; Knotts Berry Farm, Jul80 57, Jan81 57; L.A. Angel's Flight, Sep80 25; L.A. subway, Nov80 27; LIRR electrification extension, Jan80 48; Liberty Bell Jewett Society, May80 47; Los Angeles subway, Mar80 44, Jul80 56; MARTA, Mar80 44, Jul80 56, Sep81 57; MBTA, Jul80 57; MBTA Boeing LRVs, May80 46; MUNI, Jul80 57, Nov80 26, Mar81 28, May81 22, Sep81 56; MUNI Car 1, Jan80 49; MUNI light rail; Mar80 44; Mexico City, Mar80 45; Minneapolis light rail, Nov80 26; Mule to MARTA, Sep80 25; N.J. Transit created, Jan80 48; New Orleans, Jul80 57, Jan81 57, Jul81 23; New York graffiti, Jan81 57; New York subways, Jul80 56; Newark subways, Mar81 28; Niagara Jct. dieselizes, May80 47; Niagara Jct. units, Jul81 22; Northern Ohio Railway Museum, Jul80 57; Ontario Electric Ry. Hist. Assn., Jan81 57; Orange Empire Museum, Jul80 57; PATH Black Car, Mar80 45; PE subway terminal building, Jan80 49; Philadelphia Kawasaki cars, Sep80 24; Philadelphia Woodland depot, Sep80 25, Pittsburgh, Mar80 44, May80 46, Sep80 24, Nov80 26, Portland Banfield line, Jan80 48, May81 22, Jul81 22, Sep81 56, Portugal open cars, Nov79 43, Postage stamp, Mar80 45, Pullman's last transit order, Nov79 42, Railroad Record Club CSS&SB, Mar80 45, Reagan policies, Jul81 22; Rio de Janeiro, Nov79 43, SEPTA, May80 47, Mar81 29; SEPTA Kawasaki, PCC and Witt photo, Mar81 29; SEPTA LTVs arriving, Jan81 57, San Diego, Nov79 42, Nov80 27, Jan81 56, May81 22, Jul81 22; San Francisco cable cars, Sep80 24, Nov80 27; Seashore Museum, Jan80 49, May80 47, Seattle waterfront line, Mar81 28, May81 22, Sep81 56, Seattle's Melbourne trams, Jul80 57; Shaker Heights, Jan81 56, Jan80 49, Sep80 24, Jan81 56, May81 22; Skokie Swift, Jul80 56, Southampton correction, Jul80 57; St. Louis museum, Jul80 56, Toronto Witt, Jul81 23, Toronto subway extension, Jan81 56; Traction & Models Hall of Fame, Nov79 42, Trolley museums, Nov79 43; Twin Cities rapid transit, Jul80 56, Vandalism at Warehouse Point, Sep80 25; Washington Metro, Nov79 42, Mar80 45; Waterfront Electric Museum, May80 46; Yakima, Nov80 26.
Transkentucky Transportation, Jul80 2
Tri-State Chapter NRHS
DL&W 50th Anniversary, Jul81 61
Erie Limited fantrip, Mar81 24
Tropicana Orange Juice
Acquires L&N 98, Jul80 22
Ex-L&N 98 in Tropicana colors, Nov80 2

U

"U-boats of DeCoursey", May81 45
U.S. Coast Guard
CV paints GP9 4924, Nov79 22
Coast Guard Geep repainted CV, Mar81 26
U.S. Dept. of Transportation, Sep80 22
U.S. Navy, Sep81 24
U.S. Steel, Jul80 34
Union Pacific
C30-7 2411 on N&W, May80 39
"Centennials!", Mar81 30
Challenger 3985:
In Cheyenne roundhouse, Jan81 26
On Sacramento levee in color Sep81 67
Progress reported, Sep80 22
Removed from display for overhaul Mar80 20
Steaming at night at Cheyenne, May81 35
"Steaming to Sacramento" Sep81 32
Steams at Cheyenne May81 24
Test run to LaSalle, Jul81 24
City of Denver in 1949, Jan80 36
Delivering the Centennials, Mar81 60
E9 leading *San Francisco Zephyr*, Mar80 36
Helps C&NW with Orin financing, Jul80 22
Junior Old Timer's Special, Nov79 63
Last run of E9s, Jan81 26
M-K SD45 60 correction, Mar81 24
M-K Sulzer-engined SD45s, Jan80 20
M-K TE50-4S demonstrator, Nov79 20
MOPAC merger proposed, May80 20
New lettering on SD40-2 3779, May81 24
Northern 8444 on freight, May80 2
Northern 8444 to Portland, Jan80 22
Rebuilt SW9 1848, Nov79 22
Rock Island units, Sep80 22
SD45 with Sulzer engine, Jan81 26
"Steaming to Sacramento", Sep81 32
Tests N&W SD45/mate set, May81 24
To buy Western Pacific, May80 20
Who else but the UP?, Mar81 60

V

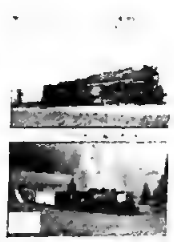
VIA Rail Canada
FP9A 6532 in experimental colors, Jan81 2
First LRC, Sep81 24
Leases GO Transit trainsets, May81 26
"Montreal's endangered electrics," Nov80 46
NRHS Toronto Convention, Nov80 28
New colors on LRC, Sep81 2
United Aircraft turbos, Jan80 20
[illegible] Mar80 48, 67
[illegible] May80 22
[illegible] Jan80 4
"Railfanning with videotape", May80 53
Videotape Reviews
Capitol Limited '79, Hopewell, Jul80 19
The Valley Line, 4070, Hopewell, Jul80 19
Virginia & Maryland
Acquires ex-L&HR C420, Jul81 26
Barge sinks with C420, Jul81 26
Virginia & Truckee, Sep81 32
Viscious snowplows, Mar80 63
"Volunteering on the CVL", Jul80 54

W

Wabash R R
"Railfanning China", Nov79 47
F7 671 repainted for museum, Sep80 2
Warwick Ry., Nov80 30
Washington Terminal, Jan80 2
Washington Union Station, Sep81 26
Waverly, N.Y fire, Mar81 63
We'd like you to meet . . .
Bender, Henry E., Nov79 53; Boyd, Ron, May81 16, Coates, Wes, Jul81 19, Gaydek, Jerry, May80 57; Geletzke, Charles H., Jul81 20; Hastings, Philip R., Nov79 53; Hutchings, Richard, May80 57; Jofitz, Bill, Jan80 56; Kamisher, Joel, May81 19; Leffler, Doug, Mar80 57; Lenardson, Bob, Jan81 20; McKenzie, William H., May80 57, Nelligan, Tom, Jan80 56; Nixon Ronald V, Mar80 57; Piskor, Ron, Mar81 22, Reiser, Hal, May81 17.
"Weekend in Houston: 1948", Nov79 33
Wellsville, Addison & Galeton
F7s rebuilt for PAT, Mar81 26
Terminates operation, Mar80 22
"To capture a caboose", Jan80 31
Western Maryland, See: Chessie System
WM Shay 6, See: Cass Scenic R R.
Western Pacific
C&NW buys into WP, Nov79 20
Camera Bag, Sep81 20
F7s on Altamont Pass, May80 40
"Steaming to Sacramento", Sep81 32
"The Traction Company", Nov79 24
Union Pacific to buy WP, May80 20
Weyerhaeuser Lumber, Sep81 26
Wheelihan, Jack
"Berk goes to work", Sep80 26
"Here comes 765!", Jan80 42
Many thanks, Sep81 64
"Steaming to Sacramento", Sep81 32
"Whistle-stopping", May81 28
Whitaker, Rogers E.M., Sep81 61
White Pass & Yukon
"Amazing White Pass, Part 1", Jul81 28
"Amazing White Pass, Part 2", Sep81 50
White Pass steam? Sep81 61
White Sulphur Springs & Yellowstone Pk., Mar80 46
Wilbur, Gorton T., Jul81 63
Willett, Craig (Article by)
"Centennials!", Mar81 30
Many thanks, Sep81 64
Wilmington & Western
Acquires BC&G 2-8-0 14, Sep80 22
Stores Royal Hudson 2839, Mar81 24
Wisconsin & Southern, Nov80 28
Wolfeboro R.R., Sep80 20

Y

Yager, Dick
"Berk goes to work", Sep80 26
"Here comes 765!", Jan80 42
Many thanks, Sep81 64
Nickel Plate 2-8-4 765, Mar80 20
"Steaming to Sacramento", Sep81 32
York, Wayne (Article by)
"Here comes 765!", Jan80 42
Yreka Western, Nov80 2



Index compiled by Jim Boyd

Steel City commuting

There have been some recent changes.

by Gordon Lloyd, Jr.

TWO PHOTOS JIM BOYD

DEPARTING McKEESPORT with PATrain 107, ex-WA&G/T&NO F7Au 6691 accelerates past the old National Tube Works and a P&LE MP15 on July 14, 1981. A lone RDC was Saturday morning train 104 (below) crossing the Youghiogheny at McKeesport on July 11.

Although Pittsburgh, Pennsylvania, is far better known for its trolley cars than its commuter trains, some recent developments in the latter category have made the "City of Champions" something of more than passing interest to passenger train fans. There are now four rail operations using five different types of equipment on three separate routes in the greater Pittsburgh area.

PAT/Chessie

The biggest of the Pittsburgh commuter operations is the Mon Valley Commuter Line, the former-Baltimore & Ohio service now run by the Chessie System for the Port Authority of Allegheny County. Serving the south suburban communities of Versailles, McKeesport, Braddock and Hazelwood along the B&O main line in the Monongahela River valley, this service is 18 miles long and terminates in the B&O's stub-end terminal at Grant Street in downtown Pittsburgh. Equipment consists of four RDC cars and the PATrain, five ex-C&O streamlined coaches in a "pull-pull" set with an F7 at either end.

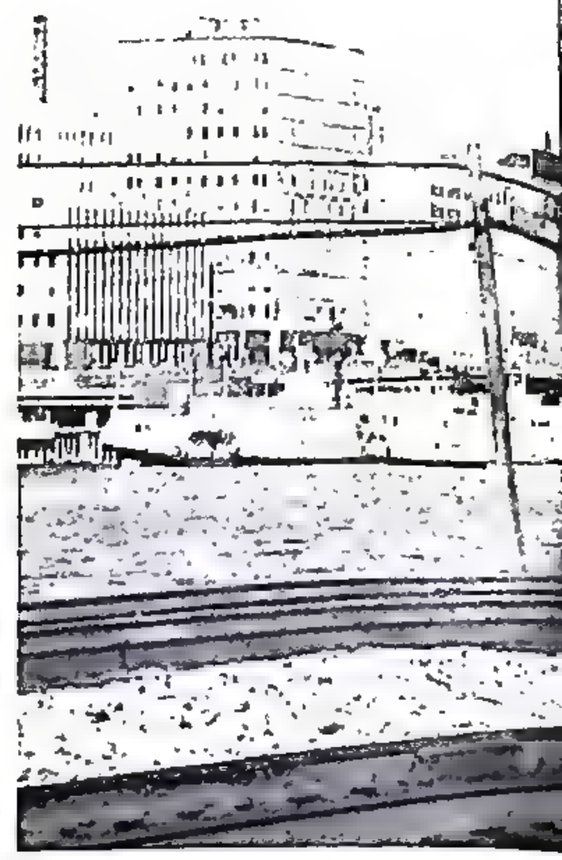
Inaugurated in late 1974, the PATrain was initially powered by Chessie Geeps fore and aft, but in 1981 two former-Wellsville, Addison & Galeton (originally Southern Pacific) F7s were rebuilt by the GE shop at Hornell, N.Y., and put into service. The PATrain's chief claim to fame seems to be its color scheme, designed by Peter Muller Munk Associates in the same fashion as Pittsburgh's trolley cars. The PAT cars are painted in alternating bands of white, yellow, red, orange, green and blue, giving them the nickname "the rainbow train." This made for a dazzling if unconventional image behind Chessie units, but it's even more impressive behind the brown, cream and tangerine F7s!

The RDCs generally work only during rush hour and on Saturdays, while the locomotive-hauled consist works rush hours and provides midday service with shuttles turning at either McKeesport or Versailles. There is extensive Saturday service, but no trains run on Sunday. Some changes are in the works for the PATrain, as five more coaches are being refurbished, three of which will be made into push-pull cab cars and equipped with HEP (Head-End Power) generators. The F7s will then be split between two four-car push-pull consists instead of being on the opposite ends of the one consist as they are now (the units are no m.u.'d through the cars, and the trailing unit is just dragged along idling).

Pittsburgh & Lake Erie

A steam generator-equipped GP heads up the four alove green ex-L&I and C&O coaches that make up th P&LE's lone commuter train. It ope ates out of the beautiful old P&LE St tion, right across the river from dow town Pittsburgh, and runs north College, Pa., serving such communiti

FOUR PHOTOS GORDON LLOYD, JR.



A TYPICAL AFTERNOON parade begins about 4:15 as Amtrak's *Pennsylvanian* from Philadelphia approaches the old PRR depot on track relocated for a "PATway" bus lane. The F40 and Amfleet cars will turn and head east to Altoona as the *Ft. Pitt* at 5:40, on a convenient "long distance" commuter schedule.

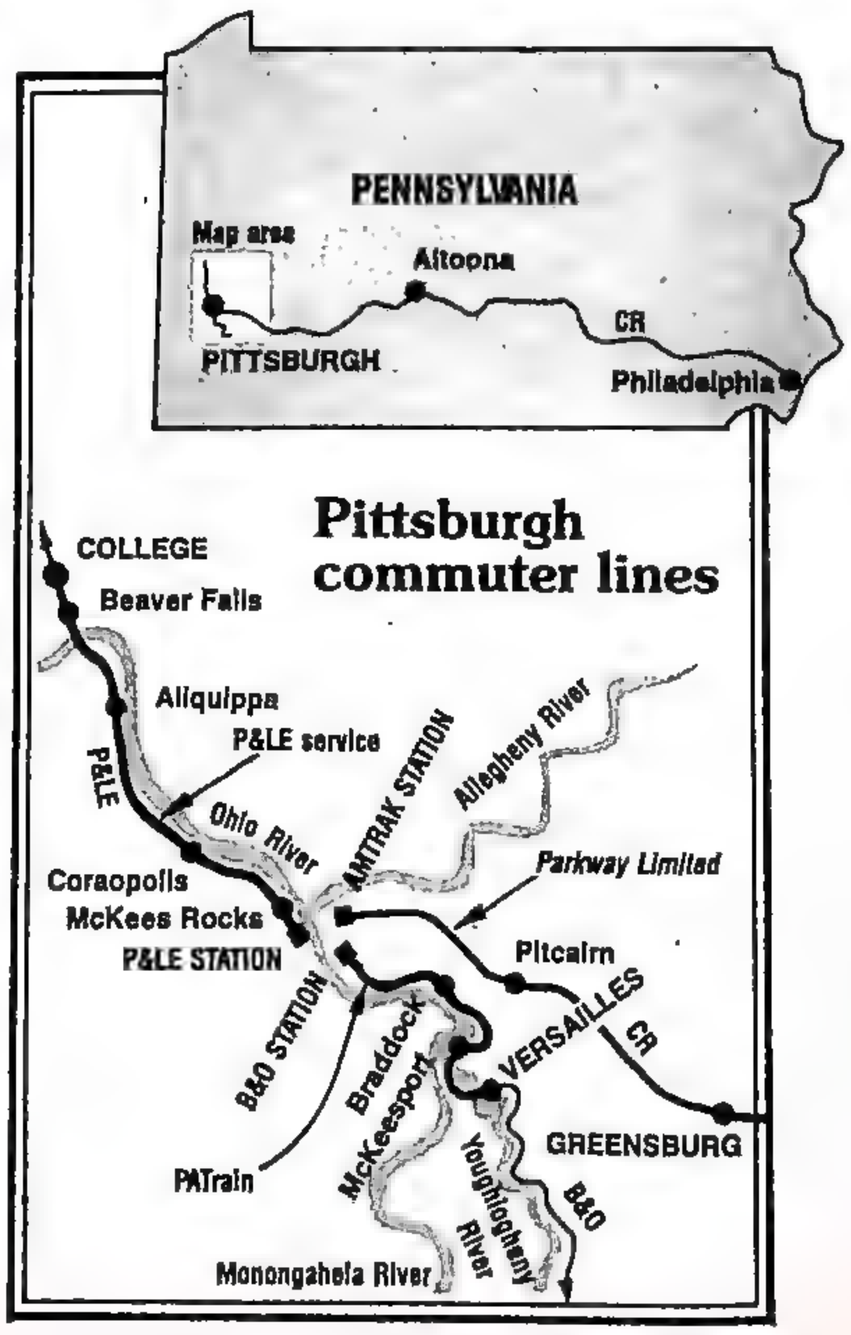
as McKees Rocks, Corapolis, Aliquippa and Beaver Falls. For those who live in that area of the Ohio River valley, the transportation is dependable and certainly a better choice than driving the 31-mile distance. The downtown P&LE Station has recently been rennovated into the beautiful Station Square complex, featuring dining and specialty stores.

The 5:30 p.m. departure allows ample time for those who work downtown to walk to the train or take the trolley across the Smithfield Street Bridge directly to the station. Midday service was tried briefly, but it proved to be unpopular, leaving the single round trip between College and downtown each weekday. Incidentally, Geep 1501 was decked out in red, white and blue for with a big flag for the Bicentennial, but it now wears the P&LE black with yellow trim and the handsome old ornate herald.

The *Parkway Limited*

Born on March 3, 1981, the "*Parkway Limited*" is a Conrail commuter service between the downtown Amtrak station and Greensburg, east on the old Pennsy main line. When a two-year reconstruction project was begun on the Penn-Lincoln Parkway, the Federal Highway Administration offered PennDOT a traffic aid grant to institute a rail commuter service to help pull vehicular traffic off the construction-clogged parkway. Using Conrail motive power and a collection of Amtrak coaches, the consist makes two round trips per weekday between Pittsburgh and Greensburg, as well as two shorter turn-arounds between Pittsburgh and suburban Pitcairn.

When the weather requires heat in the cars, an Amtrak E-unit-turned-heater-car is used, with a Conrail freight unit at each end of the train. Commonly assigned units on the *Parkway Limited* are Conrail's only U36Bs, originally built for Auto-Train, or GP40-2s. The units are not m.u.'d through the train, so, as with the PATrain, the trailing unit just idles along behind. The *Parkway Limited* should operate until the highway construction work is completed, sometimes in mid-1982, even though the ridership has been disappointing.



THE PARKWAY LIMITED departs eastbound shortly after the *Pennsylvanian's* arrival with Conrail U36B 2973 idling along behind the Amtrak consist with a sister U36B and an Amtrak E8-converted-to-a-heater-car on the other end. A trip down Grant Street to the B&O station finds PATrain 114, the *Mon Valley,* (far right) outbound for Versailles at 4:40; like the 2973, the F7Au 6691 is the trailing unit and just idling along behind sister 6690 on the southbound train. Across the Ohio River shortly after 5:30, GP7 1501 leads the four-car P&LE train 263 northward (opposite top) bound for Beaver Falls.

Amtrak's *Fort Pitt*

Surprisingly, the *Parkway Limited* is not Pittsburgh's newest service; that honor goes to Amtrak's *Fort Pitt*, a long-distance "commuter" schedule between Pittsburgh and Altoona on the old Pennsy main line, inaugurated on April 26, 1981. With a morning rush hour arrival and evening rush hour departure, the *Fort Pitt* utilizes the F40 and two Amcoaches off the *Pennsylvanian* from Harrisburg that would otherwise be just laying over in Pittsburgh. Of interest to photographers is the fact that the *Fort Pitt* zips past the *Parkway Limited* at about 8:15 a.m. at Pitcairn as the latter is making its morning turn-around there. (If the *Broadway* is running late, it can show up eastbound just about that time, too.)

Afternoon interlude

While it's not exactly the traffic density of Newark's Hunter Tower (RAILFAN, August 1977), Pittsburgh can offer an interesting afternoon "parade." As Amtrak's No.47, the *Pennsylvanian*, threads its way into the Amtrak station at the foot of Grant and Liberty Streets, commuters can be seen boarding the afternoon *Parkway Limited*. It's 4:15 as F40PH 268 glides into the former Pennsylvania Station with two Amcoaches in tow, having left Philadelphia's 30th Street Station at 9:10 a.m. and making the 351-mile twelve-stop trip on time. Just five minutes later the blue Conrail U36B sounds its horn and churns to life as the afternoon edition of the *Parkway Limited* heads out toward Pitcairn.

A quick trip down Grant Street toward the Monongahela River and into the B&O Station will allow the viewing of the 4:40 p.m. *Mon Valley*, PATrain 114 for Versailles. The colorful F7s make this train somewhat more of a railfan attraction than it was with its Chessie Geeps, and, of course, the pull-pull arrangement with an F7 on each end is living on borrowed time until the cab cars arrive.

It has been only 25 minutes since the *Pennsylvanian* arrived, and we've already logged three trains. We should probably stick around to catch the Budd cars departing at 5:20, but that would make things pretty tight to catch the P&LE train. Although the distance from the B&O Station across the Smithfield Street Bidge to the P&LE Station is not too great, this *is* rush hour, so we'll forsake the Budds this time to get in position for 5:30 departure of P&LE 263. The yellow-trimmed black GP7 and four olive green coaches are a pretty sight accelerating northward along the waterfront. It's not surprising that this little train is still the focus of subsidy and train-off hearings—it looks a lot like the struggling passenger trains of the immediate pre-Amtrak years.

Across the river, Amtrak's *Fort Pitt* will be leaving at 5:40, and the PATrain will bounce back into the B&O depot one more time before making its last trip to Versailles and a deadheading back to Glenwood Shops for the night.

Certainly sparse compared to the glory days of the Pennsy and B&O passenger trains, Pittsburgh nonetheless has retained a fair sampling of commuter trains and is actually expanding the service. With service by Amtrak, Conrail, Chessie and P&LE using equipment ranging from conventional to Amfleet, Pittsburgh commuter trains are well worth another look.

GENTLE BREEZE: Only five cars long, the *Desert Wind* descends Cajon's west slope when the L.A.-to-Ogden train was but a week old.

PHOTOGRAPHY LOWELL AMRINE

Winds of change

by Lowell Amrine

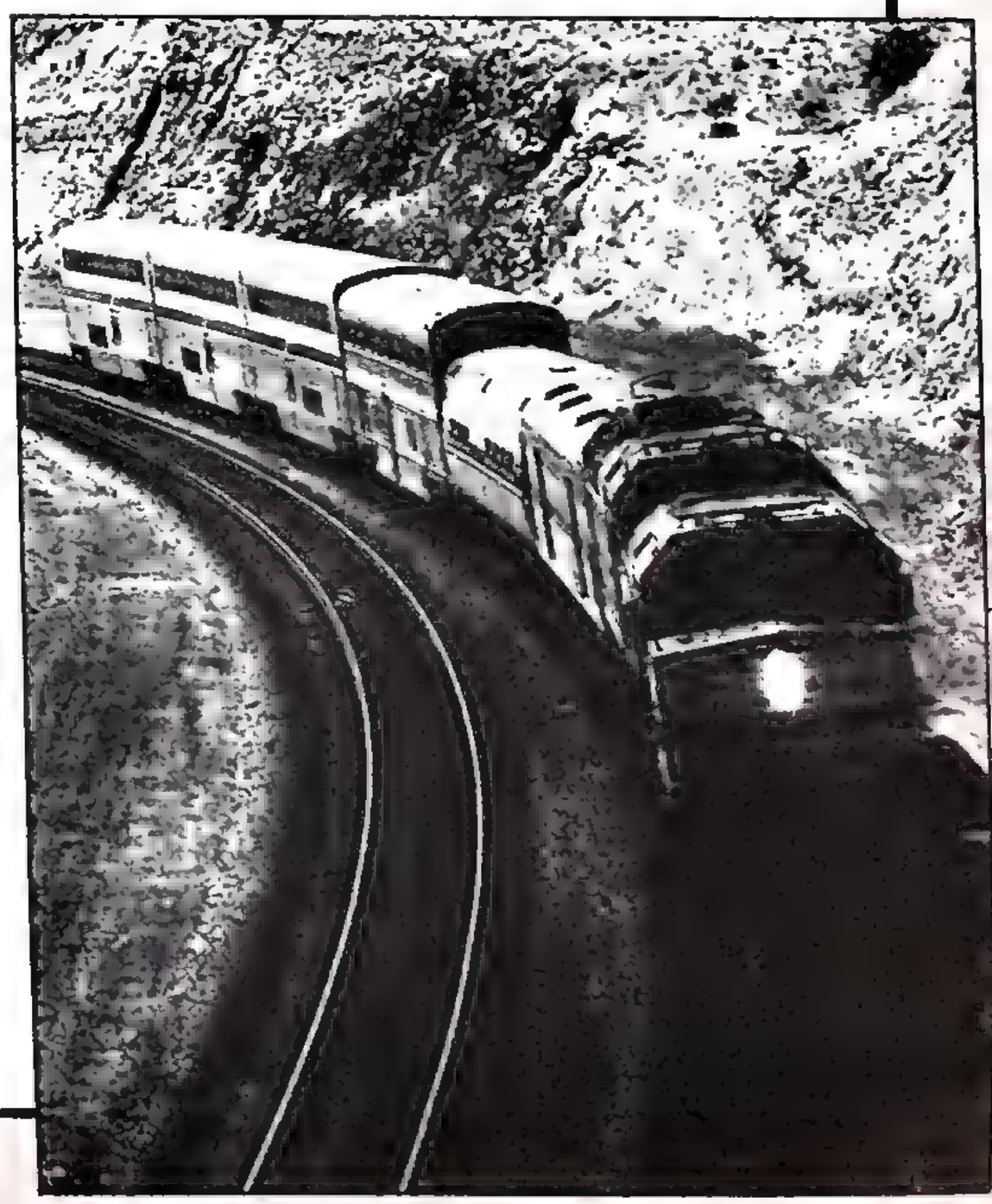
Even in this era of Amtrak standardization and such familiar elements as F40s, Amfleet cars, ex-Santa Fe high levels and new Superliners, even a new train can exhibit a diverse character. Witness the *Desert Wind*, inaugurated on October 28, 1979, between L.A. and Ogden.

HOLIDAY GUST: The last eastbound *Wind* of 1979 blows through Cucamonga eight cars strong.

RECORD WIND: Lifted by the fury of 9000 EMD horses, an eleven-car *Wind* climbs toward Summit.

A TIMELESS WIND: Trailing the pride of the Southwest Railway Museum, No. 35 departs Pomona in the rain. The mismatch of Amfleet to heavyweight was more than consoled by the resounding cadence of six-wheel trucks.

TEMPEST OF CONFUSION: Trailing no less than four different types of equipment, two F40PHs lead an eastbound *Wind* out of Barstow.



PHOTOGRAPHY MIKE BURKE, EXCEPT AS NOTED

THE FIRST DOUBLEHEADER in 17 years rolls past the Silverton depot on "Opening Day," May 23, 1981. The famed line's new owner is Charles E. Bradshaw (right) from Florida.

Mr. Bradshaw buys the Silverton

A new owner brings fresh ideas to Colorado's most famous line. **by Mike Burke**

Charles Bradshaw has made a promise to any and all who will listen: "It will be run as a railroad! No ifs, ands or buts about it."

"It" is the Durango & Silverton Narrow Gauge Railroad, the newborn successor to the Denver & Rio Grande Western's renowned Silverton line. Bradshaw purchased the 45-mile branch and all its equipment—lock, stock and couplers—in March 1981 for a reported purchase price of $2.2 million.

The Silverton train, in many respects, is the most hallowed and famous of the remaining narrow gauge lines in North America. Its bright yellow cars pulled by outside-frame K28 Mikados have been a magnet attracting the railfan faithful and scenery-seeking tourists from around the world for a ride beneath the brooding rock peaks and alongside the tumbling whitewater of the Animas River. Opened in 1882, the line was a major side-trip attraction in the "Colorado Narrow Gauge Circle" tours popular in the early years of this century. Perhaps only the White Pass & Yukon can rival it for scenery, but none can compare for steam-era railroad authenticity.

"You've got a piece of absolute living history here," he maintains. "I personally think it would be a shame not to keep it authentic."

So far, almost everything that has happened along the slim-gauge tracks since Bradshaw's takeover seems to back up that statement.

His first act as the line's new owner was to remove the false diamond smokestacks added by the D&RGW to the K28s in the mid-1950s. At that time, Western movies were king and several were shot along the Silverton line. The reasoning was that the stacks made the engines look more "old-timey," but

they also raised the blood pressure of most dyed-in-the-wool narrow gauge fans. Today, the "diamonds" are rusting in a heap in the Durango yard and the K28 stack talk comes out of the original shotguns (the original straight stacks were always in place and functioning, the fake diamonds were only hollow shrouds surrounding them).

The first doubleheaded passenger trains in 17 years roared out of Durango on opening day of the Bradshaw administration, May 23, 1981. K28 Mikado 473 had the honors as road engine, with sister 476 tacked on in front as the helper. The 15-car consist included the private cars *Nomad* and *Cinco Animas* and carried more than 700 people after a ribbon cutting and champagne bottle smashing at the old depot. Doubleheading will be the rule, as any train longer than ten cars needs the extra power until heavier motive power can be made ready.

It is well known to students of Colorado railroading that the Silverton line has been operated over the past quarter of a century with the D&RGW's three remaining K28-class light Mikados, 473, 476 and 478 (the other seven of the original 470-479 series went to the White Pass & Yukon in 1942 and were subsequently scrapped by the War Assets Administration). Doubleheading of the K28s and the use of the heavier and more powerful K36 and K37 classes was prohibited by the D&RGW because of weight restrictions on the Rockwood Trestle. Bradshaw has contracted with a construction firm to strengthen the bridge, with work to be completed by midsummer 1981. This will permit the bigger engines into the canyon for the first time. In the meantime, the doubleheaded K28s will be split for passage over the trestle and be recoupled on the far side in an operation identical to that used by the D&RGW and then Cumbres & Toltec Scenic R.R. on Lobato Trestle on the Cumbres Pass line.

"Part of our new philosophy is to not turn anyone away for any reason that *we* can help," says Bradshaw. "Now, there are situations beyond our control until we get more equipment built, but until that point, we're going to run these doubleheaders we've been running." Indeed, the first weeks of this season saw more twin-power efforts than not.

Bradshaw's interest in railroads traces to his boyhood in Orlando, Florida, watching the Atlantic Coast Line and Seaboard Air Line. At that time, his father was building the citrus company that Charles Bradshaw now controls.

"As a kid," he smiles, "I had Lionel trains, as I assume most boys in the country did at one time or another." He still has that set of Lionel, just as a keepsake.

Bradshaw says he first rode the Silverton train in September 1974. While staying at the Tall Timber Resort on the line, he watched the daily mixed roll north and remarked, "I'm gonna own this damned railroad one day!" He'd heard at that time that the line might be let go by the D&RGW since the track to Chama had been cut and the Silverton Branch was now completely isolated from the rest of the system. The D&RGW was directing all its efforts towards fast through-freight handling and developing new energy related on-line business such as coal unit trains. The Silverton train was a charming sideline, but hardly what a busy freight-hauler needs to divert capitol and manpower.

Bradshaw's discussions with the D&RGW started in August 1977 and culminated in a sale agreement on July 2, 1979. Formal closing was delayed while the ICC ruled concerning the D&RGW's responsibilities to the line's employees and pondered whether Bradshaw was obligated to be included in arrangements for job protection, union recognition and so forth. Both decisions went completely in the Florida businessman's favor, and actual sale of the line was closed on March 25, 1981, in the Rio Grande's glass and steel tower at One Park Central in Denver.

Stock in the new Durango & Silverton Narrow Gauge Railroad Company is owned 100% by High-Acres Inc, Bradshaw's Florida citrus corporation. Bradshaw is listed as the President and Chief Operating Officer, and "operate" is exactly what he plans to do.

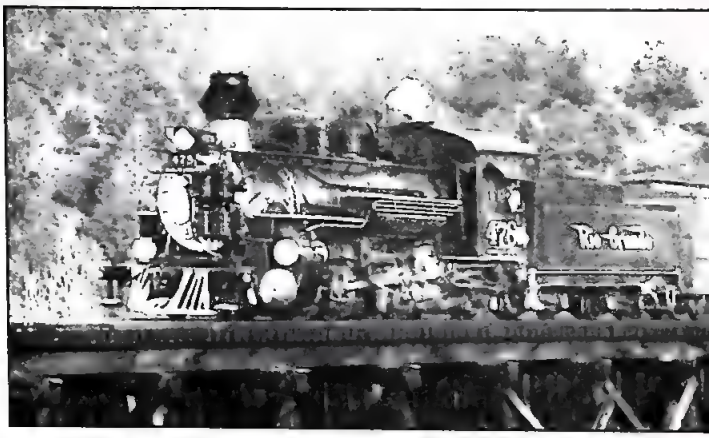
Let's start in the engine terminal. In addition to the three durable K28s (Alco graduates, Class of 1923) numbers 473, 476 and 478, Bradshaw plans to activate a pair of big K36s (480 and 481) and at least three similarly-sizeable K37s (493, 497 and 498). The first candidate to return to service is the 481. According to D&RGW records, the engine was completely overhauled at the Alamosa shops in 1969 and test fired after a complete flue job and rebuilding. Then the fire was dumped and the side rods taken off, and the 1925 Baldwin was hauled from Alamosa to Durango in the last freight to make the run over the three-foot line.

"She's been sitting in the yard ever since, so we're hoping when we go inside the engine we'll find a virtually brand new machine," Bradshaw beamed.

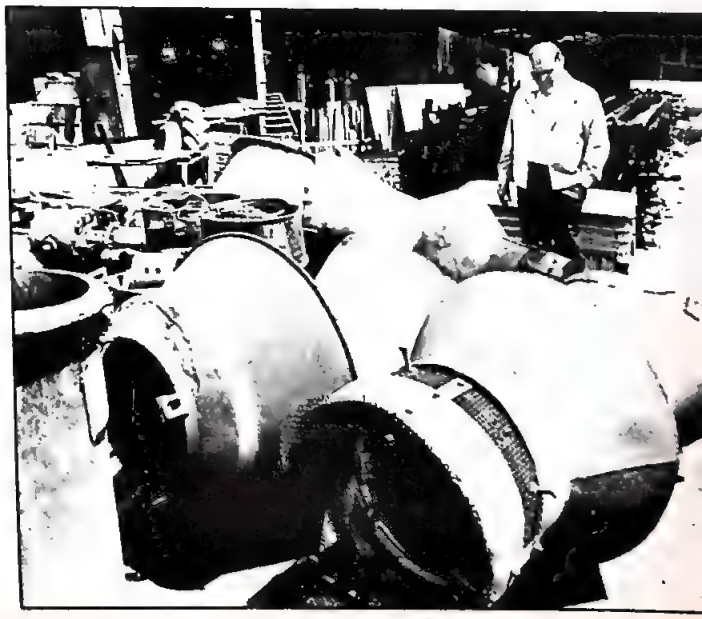
The 480, 493 and 498 were hauled by flatbed truck from Alamosa across Wolf Creek Pass, arriving in Durango a few days before the season opened. The 493 still sports a snowplow on her pilot that may yet see service.

Bradshaw would like to have a total of eight engines available, all of them ready to work. "I don't want anything around here that's not operational," he maintains. Other engines are

J.A. MANNIX



DIAMONDS AREN'T FOREVER, and Mr. Bradshaw looks over the D&RGW's fake diamond stacks which he ordered removed as one of his first acts as owner. The 478 shows the image the three K28s carried for decades on a June 1968 Farmington freight.



a possibility in the future, including a 2-8-0 on display in a Durango city park. Bradshaw feels the engine would be handy for short consist runs.

With all that additional motive power, more cars will be needed. That's where a collection of 22 6600-series flatcars bought from the D&RGW will come into play. They were originally outside-braced boxcars and are identical to cars converted as open-side passenger gondolas for the Silverton run. Six inches will have to be sliced off the outside dimensions to meet the line's clearance tolerances, and some of the flats may eventually become the steel underframes for a new set of wood-body enclosed passenger coaches, complete with clerestory roofs.

The existing rolling stock also has a new look. In addition to the new DURANGO & SILVERTON name stenciled above the windows, each coach now has a name relating to a place on the right-of-way. "With two exceptions," Bradshaw admits. "To finish out the stock we needed to add *San Juan* for San Juan County, of which Silverton is the county seat, and *La Plata* for La Plata County of which Durango is the county seat.

"The only other exception is the *Alamosa*, number 350. She was the *Alamosa* and ran on the *San Juan;* same car. She's got her name back." For the newly built and restored cars, Bradshaw may borrow the names of mountains along the route.

Those new cars will come out of a rebuilt car shop to be constructed in Durango. It will be in the same location as the car shop built and later demolished by the D&RGW. Although the floorplan will be modernized, the batten-board exterior will be identical to the original D&RGW plans.

Four engine stalls will be added to the roundhouse. Once again, they were part of the old structure but were torn down as the little line's fortunes waned. Batten board on the existing roundhouse stalls will be removed, as it was added when the stalls were lengthened to accommodate larger locomotives. The renovated engine house will be all brick, as was the original. Rotted wood will be replaced on the sand house, but otherwise it will remain the same as it is, still operating.

Bradshaw is exploring acquisition of a "Red Devil" coal loading apparatus; this system, dating back to the steam era, uses a screw conveyor to take coal out of a 70-foot-long pit. Coal is currently loaded using a tractor with front-end bucket. Bradshaw also wants to move an original D&RGW water tank to the Durango yards. (Water at the Silverton end will be supplied from a standpipe near the depot.) Track layout will be realigned to eliminate the S-curve twist for trains entering the north end. Tracks will be lengthened to accommodate the longer passenger consists.

And the number of trains may multiply in the next four years. By summer 1983 Bradshaw hopes to have a train originating at the "other" end of the line, running from Silverton to Durango and return. It would operate in June, July and August, the peak tourism months. Departure would be timed to allow a meet with the northbound trains on a siding. The engine would be serviced in Durango while passengers have a chance to enjoy lunch or some shopping before the return trip up the Animas Valley to the old boom town.

"That train," says Bradshaw, "will begin and end at the depot in Silverton. I just believe the depot's where you need to have your train." However, northbound trains arriving in Silverton will still travel to the end-of-rail in the center of town.

One of Bradshaw's more significant changes in operating procedures on the line has involved "northbound trains heading north and southbound trains heading south" at the terminals. Under the D&RGW, the trains departing Durango were pointed north and arrived in Silverton pointed north. But they would depart by backing out of town, facing north while heading south, and turn on the wye below the old depot. Returning to Durango, the train would traverse the loop around the yards and engine house, and the southbound train would thus arrive at the depot facing north. It may seem like a small thing to some people, but it was one of the first things to be changed under the D&SNG.

Now the train at Silverton is backed down to the wye after dropping off its passengers, turns, then backs into town so that it leaves town facing south. At Durango the train comes straight into the station, again facing south, drops its passengers and *then* is turned on the loop so it faces north for the next northbound run. This also gives railfans a last chance for picture-taking with some after-the-trip yard switching.

Bradshaw has a favorite anecdote on his attention to detail: "Although I'm a stickler for authenticity, I've had it suggested that I should put Timken roller bearings on these cars, so they roll freer and you can haul longer trains. And I said no, it would not be authentic. Then it was suggested that nobody would ever see them since they'd be inside the journal boxes. My comment was, I don't give a damn, *I'd* know they're in there," Bradshaw snorted.

One exception to that insistence on authenticity involves safety and communications. The line has ordered a two-way radio system. Each locomotive will have a two-way radio in the cab, and each concession car will have one as well. Base stations will be placed in the roundhouse and depot in Durango, with a repeater transmitter on Smelter Mountain and another repeater in Silverton. Reasons include the possibility of a passenger needing medical assistance and for safety in light of increased traffic on the line.

That traffic may soar to five scheduled trains a day on the narrow gauge by summer of 1985: three trains daily from Durango to Silverton and two from Silverton to Durango. Or, suggests Bradshaw, one of the five may be a freight. Cargo operations are not rare on the D&SNG. For example, Colorado-Ute Electric is rebuilding the flume for its Tacoma Power Plant at Milepost 472. The new heavy pipe sections, some made of 7/8-ths-inch-thick steel, are being hauled to the

RICHARD B. JACKSON

DOWNTOWN SILVERTON welcomed Bradshaw's Opening Day doubleheader; trains will now back out and wye before reloading for departure. The classic lines of a K28 is shown on 475 on a "Chili Line" passenger south of Española in July 1940. Doubleheaders (below) are now routine.

ROBERT T. CLARK

plant on D&SNG flatcars. Horses have been hauled from Rockwood to the Ah Wilderness Resort on stock specials. And heavy equipment, including Caterpillar D-8 dozers, truck-mounted back-hoes and pickup trucks have piggybacked up the line for Exxon's exploratory mining operations in the Elk Park area.

Bradshaw explains, "We're a railroad, and we're here to give service. Somebody wants it hauled, they're willing to pay the bill, we'll haul it. Freight cars won't be just for show, we're gonna be a full-service railroad."

Bradshaw points with pride to the four elements he says make the Durango & Silverton Narrow Gauge the most authentic three-foot line operating: (1.) It has been in continuous service from the date the line was completed; in this case, since 1882. (2.) The line is 100% steam-powered, and Bradshaw has no plans to change that, not even to add a diesel yard switcher. (3.) The line is regulated by both the state Public Utilities Commission and the federal Interstate Commerce Commission as a full-fledged common carrier. (4.) The line is registered as having the oldest operating mixed train in the United States.

Bradshaw says the D&SNG is not a tourist line. "We haul tourists, but if somebody asks me if this is a tourist railroad, I say no. We run passenger trains that people want to ride. We try to operate as professionally as humanly possible."

The schedule will include two trains daily until the end of August, then a single train departing at 8:30 until October 25. That's when the departure will change to 9:00 a.m. But when the snows come this winter, the narrow gauge steel won't drift into its long, traditional winter rest.

From November 30 through May 14, Bradshaw will operate a winter train that will leave Durango at 9:55 a.m. The consist will run about halfway up the line to the Tall Timber Resort, turn on a wye, and return to Durango at 2:15 p.m. This train will be aimed at attracting tourists visiting the nearby Purgatory Ski Resort and at cross-country skiers who want a ride into the back country. An engine with a plow (remember the 493?) will be used. If snows are heavy, another engine will be sent on ahead with a recently-acquired flanger.

On-train accommodations will include the addition of a bar in the concession cars, and seats will be removed to make room. Eventually, Bradshaw envisions a diner with limited hot food such as chili, and a full-service bar with comfortable club chairs.

Overall, the scope and sweep of the new owner's plans for the Silverton line are stunning and exciting. It's almost as if someone had taken the collective "wish list" of the legion railfans who've made the long trip to Durango in the past 25 years and said, "Okay, you've got it." It becomes a plan for rebirth, the restoration of the old RPO and coaches that have sat neglected and rotting on unused sidings in the yards. Now they may roll on the main line again. And a rebirth for the engines that have gathered rust and dust, machines that once called down iron thunder through the narrow chasms and valleys between the snow-shrouded peaks of the San Juans.

Charles Bradshaw is a man who seems to deeply understand what the Silverton train is all about, what it means to so many people. And he has combined that appreciation with a solid business sense to create what he firmly believes will be a most successful investment.

"It's a pleasure insomuch as I enjoy it. It's something that I feel and believe if it's developed to its full potential, will be a profitable business. And under no circumstances is it a hobby." Mr. Bradshaw finishes with heavy emphasis. "It will never be rinky-dink, carnivalized or anything else! It will be kept as authentic as we can keep it."

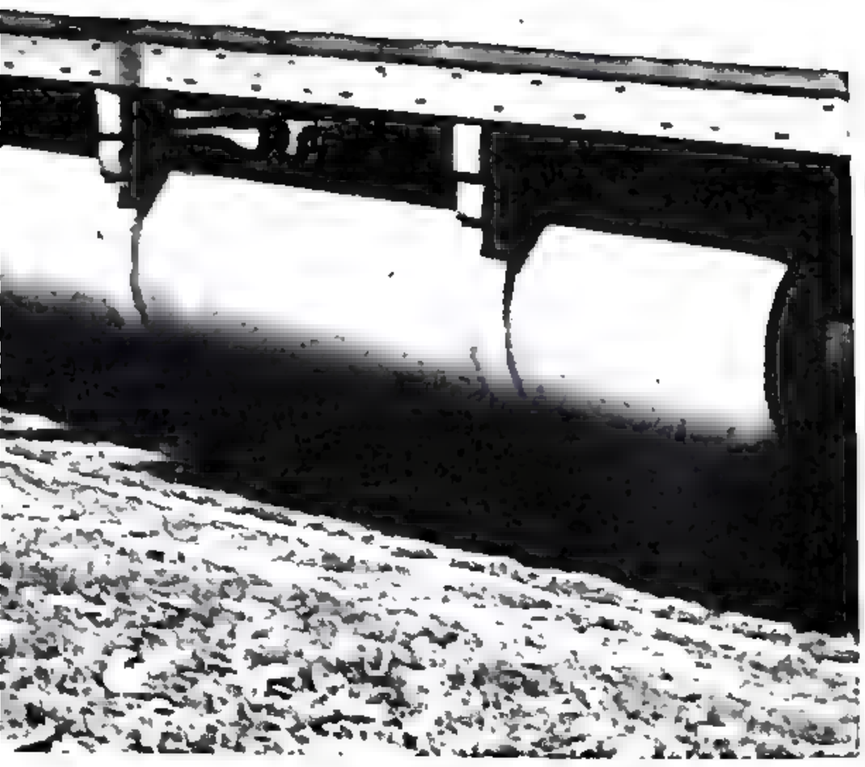
The St. Charles Line

by Donald R. Kaplan

Vintage trolleys in a picturesque setting provide a true transportation service on New Orleans' last streetcar line. A tourist attraction for some is workaday for others.

Among the truly distinctive American cities, New Orleans is symbolized to most by its dixieland jazz, Latin architecture with laced-iron balconies, gourmet food and Mardi Gras madness. But it also is the home of the most unique street railway operating in regular revenue service in the U.S., the classic St. Charles line. Not only is this line as much an element of New Orleans' historical heritage as the French Quarter, but it also sports its own impressive list of historical credits: (1) it is the oldest continuously operating street railway in the world, dating from 1835; (2) it is the second oldest street railway in the United States (ranking just behind the New York & Harlem which was chartered on April 25, 1831, and first operated on November 14, 1832); (3) it is only the third railroad to be constructed in the Mississippi River Valley, following the Pontchartrain R.R. chartered January 26, 1830, and the West Feliciana R.R. incorporated March 25, 1831; (4) it operates the oldest street railway rolling stock in regular service in the U.S.; and (5) it is the last street railway in the U.S. to be operated by a private power company,

THE YEARS MELT AWAY on the wooden seats of a St. Charles Line car as the bell chimes and a warm spring breeze flows through the open windows as the motorman prepares to stop at the Tulane campus on March 30, 1979. Three days before, two cars provided the photographer with a classic trolley meet (left) at the corner of St. Charles and South Carrollton Avenues.



PHOTOGRAPHY DONALD R. KAPLAN, EXCEPT AS NOTED

New Orleans Public Service Incorporated (NOPSI), albeit since 1977 with a subsidy from the city and from gasoline revenues.

In spite of its steep tradition, the "Charley line" of today is no mere tourist's museum piece. It is a heavily patronized, service-oriented component of New Orleans transportation system which has managed to achieve an ideal balance between the preservation of its historic image and the use of up-to-date technology to provide the citizens of New Orleans with a reliable and convenient mode of public transport. Before looking at its present operation, let's take a brief look at the line's unique past and how it came to be incorporated into New Orleans' present transit system.

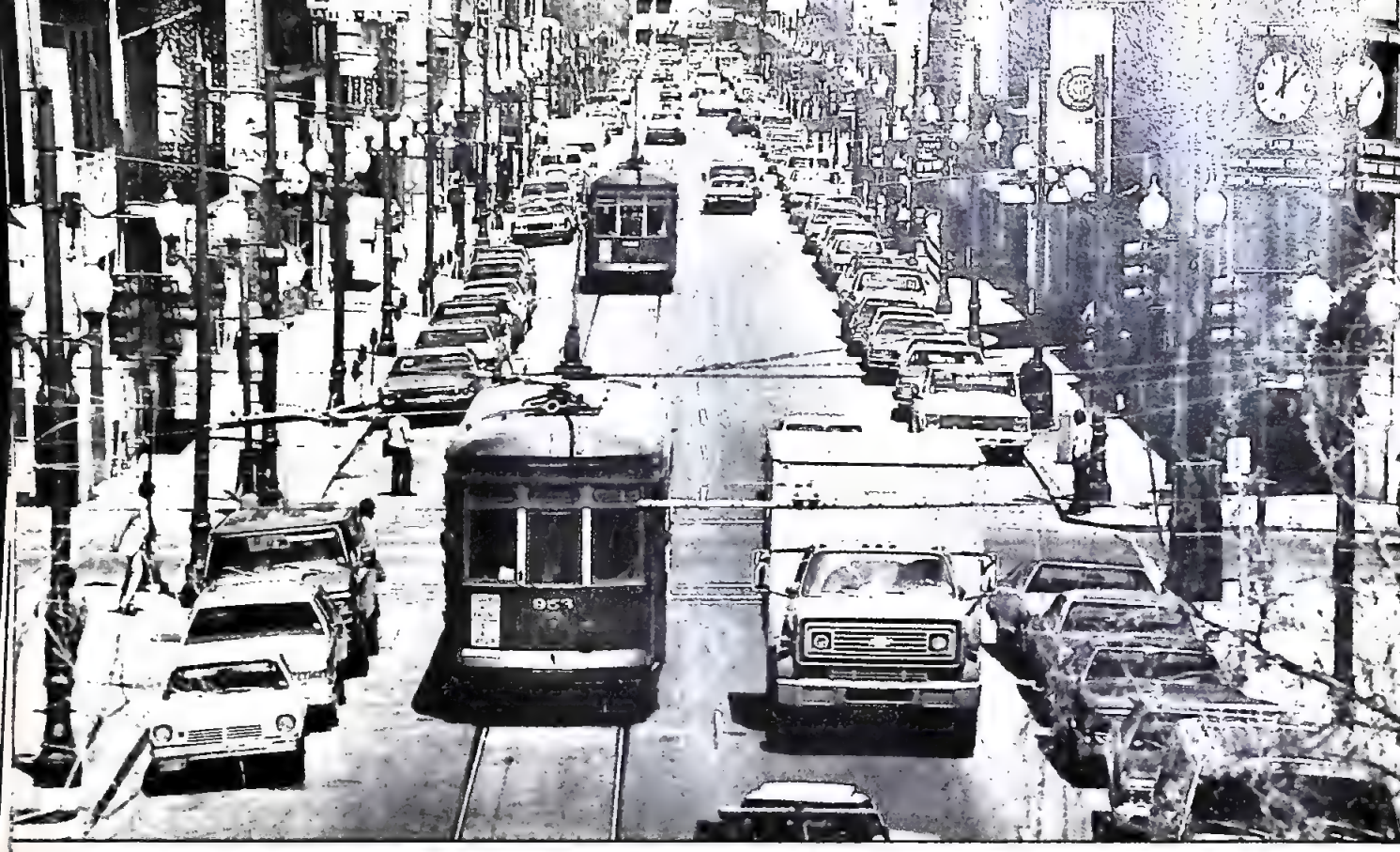
Historical background

Today's St. Charles Line received its official charter from the Louisiana Legislature on February 9, 1833, as the New Orleans & Carrollton Railroad. As originally incorporated it was to operate on standard gauge track through city streets and to carry both passengers and freight. The railway consisted of a main line and two branches. The main line extended from Canal Street in downtown New Orleans approximately five miles west on Nyades (St. Charles of today) to the suburb of Carrollton in what today is the Riverbend area of the city. The Poydras-Magazine branch lasted only from January, 1835, to March, 1836, and ran from a terminal at Baronne and Poydras Street, south on Poydras to Magazine Street, then west on Magazine to La Course (now Race Street), then south on La Course to a terminus at New Levee (now South Peters) Street. The Jackson branch ultimately had a longer service life (until 1947) and began at Baronne and Canal. It then ran west on Baronne to DeLord (now Howard Avenue), then south on DeLord to Nyades, then west on Nyades to Jackson and then finally south on Jackson to a terminal at Water Street (now the site of the Gretna Ferry Pier).

Actual passenger service on the New Orleans & Carrollton was initiated with horsecars on the two branch lines. The Poydras-Magazine branch initially saw service in the first week of January 1835 and the Jackson line shortly thereafter on January 13th. Service on the Carrollton main line operated with steam from its inception on September 26, 1835. Motive power was initially furnished by two British 2-2-0 locomotives named the *New Orleans* and the *Carrollton*, augmented later by four 4-2-0s built in 1836 and 1837 by William Norris of Philadelphia.

It should be appreciated that when the New Orleans & Carrollton first opened in 1835, New Orleans had a population of only about 60,000, centered largely around the Vieux Carre (French Quarter). The city extended only about as far west as today's Melpomene Street, just beyond Lee Circle. Hence, even though the NO&C was a street railway, its Carrollton line traversed the less-populated western suburbs where there was less initial objection to the operation of steamcars through the streets. However, with the rapid rise in population in the next decand New Orleans' progressive incorporation of its western suburbs, there was increased reaction against the use of steam power within the city limits. Numerous reports of accidents induced by horses frightened by the locomotives' passing and the resultant public outcry caused the NO&C to cut steam service back to Tivoli (now Lee) Circle in 1850 with horse or mule power taking the cars to Canal Street and the city center.

By the end of the Civil War, New Orleans' population had nearly doubled and its western boundary had expanded even further west (near todays' Louisiana Avenue). Continued agita-



ST. CHARLES AVENUE is one way westbound as cars 953 and 922 congregate near the Joseph Street intersection. The far west end of the line at South Claiborne and South Carrollton (**right**) has the main line stubs connected by a double crossover. Car 911 is departing for downtown by crossing to the right-hand main as 955 waits to take its place.

tion for steamcar removal resulted in the use of horse-drawn cars on the lower half of the line from Napoleon Avenue to Canal by 1865 and finally in the complete withdrawal of steam power in favor of horses and mules in May 1867.

Despite these seemingly retrograde steps away from self-propulsion, the New Orleans & Carrollton management nevertheless was seriously interested in alternative modes of locomotion, and prior to electrification in 1893 they tried a number of different methods with varying success. For example, between June and November 1870 General P. G. T. Beauregard, president of the NO&C, instituted a series of tests of overhead cable as a mode of streetcar traction. In this system a cable was supported above the rails by bracket poles and was driven by two old steam locomotives placed at the end of the three-block-long test route. A grip extended from the car's roof and was clamped onto a continuously moving cable when it was desired to start and released when it was desired to stop. Since the cable system was expensive and did not achieve the economies anticipated over horse and mule power, it was not developed further. Nonetheless, Beauregard's experiments preceded the better-known trials of Hallidie in San Francisco and established him as one of the pioneers in cable traction.

Probably the most unusual motive power tried by the NO&C was a short period of "humanpower" used during an emergency. In late 1872 the "great epizootic" epidemic which had swept through stables in the eastern U.S. struck New Orleans, disabling enough of its animal fleet to cause a suspension of service on the St. Charles line. For a short time during the epidemic the cars were propelled by men pushing and pulling ropes. And while this was only a temporary expedient, its cause served to dramatize the problems of disease and sanitation associated with animal power and forced General Beauregard to continue experiments in search of alternative modes of streetcar propulsion.

By 1872 Dr. Emile Lamm had patented two new types of fireless locomotive engines, the ammonia and thermo-specific systems, and both were given comparative trials on the NO&C. The ammonia system involved the heating of aqueous ammonia in tubes surrounded by water. Rapid effervescence of the ammonia provided the driving force for a reciprocating engine. The ammonia was not released but instead absorbed by the water for reuse. While the trials showed that the ammonia engine was decidedly more economical than animal power, because of significant energy losses it was less practical than Lamm's thermo-specific system. The thermo-specific engine used superheated water in 18-inch diameter tanks on the roof of the car (either on a steam dummy or standard mule car) and steam from the superheated water supplied the power to the engine. However, the problem of having to replenish the tanks at regular intervals also made this system impractical and it, too, was not developed further.

Finally in 1874, the NO&C purchased several conventional Lamm fireless locomotives. They all were later converted to standard steam-type propulsion and were of the 0-4-0 and 2-2-0 type with exposed horizontal or vertical boilers. Steam locomotion was then used on the St. Charles line between Napoleon Avenue and Carrollton with mules furnishing the power on the lower end of the route until May 1889 when it was decided that the combination of steam and animal power was too expensive. The line then reverted to mule traction until the introduction of electrification four years later.

Compared with other cities in the

south, New Orleans was relatively slow to adopt electric traction for its street railway network. After studying the Sprague overhead system installed in Richmond, Virginia, the NO&C petitioned the city council in 1888 for permission to install a similar system on the St. Charles line. However, because of fears of electrocution, the city council initially turned down the request. After repeated petitions the council did finally pass an ordinance on December 15, 1891, allowing the electrification to take place. Thus on February 1, 1893, electrified service was inaugurated on the St. Charles line, giving the New Orleans & Carrollton the added distinction of operating the first electrified street railway in the city.

As part of the program of electrification in 1893, the NO&C extended its Carrollton line out South Carrollton Avenue from St. Charles to Poplar (now Willow) Street. It was at this time that it built the Carrollton station and shops which survive to this day as the system's last streetcar barn.

Because of the great capital investment needed for electrification, the turn

ter's Tulane Avenue line to form the St. Charles-Tulane Belt line in 1900. The Belt consisted of St. Charles cars providing a one-way clockwise service complemented by Tulane's counterclockwise route to form a complete twelve-mile loop resembling a quarter circle, with Carrollton and Tulane Avenues forming the straight sides and St. Charles forming the curved section. The St. Charles-Tulane belt survived until the Tulane Avenue rail service was abandoned in favor of trolley buses on January 8, 1951.

In 1901 the New Orleans & Carrollton was reorganized as the New Orleans & Carrollton Railroad Light & Power Company, with plans to purchase two of the local electric companies and provide power as well as street railway service. Then in 1902, in the first step toward the development of a citywide system, the four major street railway companies (New Orleans & Carrollton R.R., 4'-8½" gauge 40 miles of track; New Orleans City R.R., 5'-2½" gauge, 115 miles of track; Orleans R.R. Co. 5'-2½" gauge, eleven miles of track; and St. Charles Street R.R., 5'-2½" gauge, operated in this manner until 1922 when a complete reorganization of the New Orleans Railway power and light companies was begun. The resulting company, New Orleans Public Service Inc. (NOPSI), was chartered under Louisiana State law on August 18, 1922, with its center in New Orleans and given power to buy street railway, gas and electric lines and to build additional street railway and bus services. Incorporation of the St. Charles line into the larger NOPSI network involved its change in track from standard to wide gauge (5'-2½") in October 1929.

From the peak of development of New Orleans' street railway system in 1922 (225 miles of track distributed over 35 lines) to 1964 when the Canal line went out of service leaving only the St. Charles rail line, the story is one of progressive elimination of streetcars in favor of trolley and motor buses. The most precipitous drop in street railway mileage occurred in the depression years and in the immediate postwar period following a time of stabilization during World War II. It has been assumed that one of the reasons NOPSI never acquired a fleet of modern PCC cars like other American cities was because it had embarked on such an early program of bus replacements at the time when PCCs were just coming into vogue, even though it participated in the President's Conference Committee.

While Canal Street was once justly famous for its five-track center streetcar reserve, with the elimination of the Canal Street line on May 31, 1964, the single track on the west side of Canal between Carondelet and St. Charles was all that remained of that once-revered rail system. With the abandonment of the St. Charles-Tulane belt in 1951, the St. Charles line again became two way and in 1952 was cut back to the intersection of South Carrollton and South Claiborne, where it terminates today.

Thus, ironically, today we have come full circle in the history of street railway transportation in New Orleans. The line that started it all 145 years ago is also the lone survivor of this once far-flung system. In recognition of its unique heritage and historical significance, the St. Charles line was placed on the National Register of Historic Places by the Department of the Interior on August 4, 1973, thus helping to insure that this unique line will be here for future generations to ride and appreciate.

of the century witnessed the merger of some of New Orleans' previously independent street railway companies, thus beginning a process of amalgamation that was to culminate in the formation of a unified system by 1922. For example, as a result of the New Orleans & Carrollton's absorption of the Canal & Claiborne Company in 1899, the St. Charles line became linked with the lat-

twelve miles of track) were consolidated into a new corporation, the New Orleans Railways Company, with all of the cars bearing this name on their letterboards. Since the corporate identity of each of the original independent companies was maintained, this amalgamation represented simply a consolidation under a single management and not a true merger. The four companies

Route and Operation

Except for some minor changes in streets traversed downtown, the route of today is fundamentally the same as when it began as the New Orleans &

Carrollton 145 years ago. The present line has 6.625 miles of outbound track and 6.508 miles of inbound track, for a total of slightly over 13 miles. Outbound cars begin their journey at the downtown intersection of Carondelet and Canal where the variety of theatres, department stores, hotels and speciality shops give Canal Street its busy, bustling atmosphere. The car then turns right on Canal for one block of travel along the margin of the former five-track streetcar reserve. At the intersection of Canal and St. Charles the car again turns right onto St. Charles. The route is one leg of a ten-block-long and one-block-wide single-track loop on street pavement through New Orleans business district. Between Canal and Poydras on St. Charles, the trolley is dwarfed by the skyscrapers forming New Orleans cavernous financial district. Beyond Poydras it passes through a somewhat rundown section of town whose only redeeming features are a few historical row houses and the contrast it offers to the beauty of the remainder of the route.

At the intersection of Howard Avenue and St. Charles the scene changes drastically. The area is dominated by the giant pillar topped by the statue of Civil War hero Robert E. Lee looking north over the city (it is said that Lee faces north so as not to turn his back on those damn Yankees!). The monument is surrounded by a circular park rimmed by weeping willows. Since the St. Charles cars run around the monument it provides a peaceful place to watch the trolley scene.

Both outbound and inbound trolley and vehicular traffic run counterclockwise around Lee Circle. Outbound cars enter the Circle track through a trailing point switch from St. Charles and then use an electric power switch to take the route around the monument to enter the neutral ground on St. Charles southwest of the Circle. Inbound cars coming off the double track neutral ground on St. Charles swing around nearly three-quarters of the Circle, take the same electric switch but diverging to the north and then run along the neutral ground for one block in the center of Howard Avenue before turning right onto Carondelet for their trip downtown. The neutral ground on Howard is double-tracked and ends in a pair of stub tracks at Baronne Street, one block beyond Carondelet. There is a trailing point crossover between Carondelet and Baronne, and these tracks can be used for car storage during Mardi Gras when parades downtown necessitate the turning of cars at Lee Circle. At such times buses are used to complete the trip.

After curving around the monument the tracks again run southwest onto St. Charles Avenue, but because the two tracks are laid in a sodded center boulevard reserve (the neutral ground) all the way to the South Claiborne terminus, from Lee Circle onward trolley cars only have to contend with auto traffic at the intersections.

At Calliope Street, just west of the Circle, the route passes under the interstate serving the Greater New Orleans Mississippi River Bridge. Beyond the freeway St. Charles Avenue gently curves southwest to northwest following the general crescentic course of the Mississippi River which gives New Orleans its nickname "The Crescent City." From Calliope to about Jackson Street, Charles Avenue retains its retail business image with a mixture of stores, automobile dealerships, large hotels and apartment complexes.

From Jackson to about Louisiana Avenue the tracks pass through the well-known "Garden District" which originally comprised the New Orleans suburb of Lafayette. It is here that the line's attractive and historic image is most manifest. Large, ancient live oaks overarch the right-of-way forming a natural tunnel along sections of the line. The homes and apartments that flank both sides of St. Charles are of Georgian and Greek revival architecture with their wide porches and ornate pillars. Together with the surrounding camellias and magnolias they give a rich expression of the Deep South.

Beyond Napoleon Avenue lies the University Section of New Orleans. Here on the north side the line passes the beautiful Tudor Gothic Holy Name Cathedral of Loyola University and the imposing stone gray buildings of Tulane University and Newcomb College. Opposite the Tulane campus is the large and attractive Audubon Park and Zoo, whose border of graceful oaks and expansive lagoon provide an idyllic respite from the hustle and bustle of the rest of the city.

About three-quarters of a mile north and west of the park the line makes a 90-degree turn from St. Charles Avenue onto South Carrollton Avenue in what originally comprised the suburb of Carrollton. Just northwest of Carrollton Avenue was the famed Carrollton Hotel which was a prime destination of travelers to and from New Orleans on the old New Orleans & Carrollton. Today this district forms the well-known Riverbend Section of the city, with a host of restaurants and shops aimed at the tourist trade.

With its wider neutral ground (61 feet versus 36 feet for St. Charles Avenue) and predominance of flanking date palms, Carrollton Avenue has the image of a Latin, Carribbean city in contrast to the distinctly Southern look of St. Charles Avenue. Six blocks northeast of St. Charles the line passes the Oak Street business section and just two blocks beyond the cars traverse the turnouts at Willow and Jeanette Streets that lead to the Carrollton station and shops. From Jeanette it is only nine short blocks to the end of the line at the intersection of South Carrollton and South Claiborne (said to be the only known intersection of two "South-labeled" streets). Here, opposite spacious Palmer Park, is the stub terminal with its diamond crossover special work. The terminus also serves as a transfer point to the No. 32, South Claiborne buses.

Along the 5¾ miles of double track there are nine trailing-point crossovers (in addition to the one between the stor-

LEE CIRCLE finds an outbound car (upper right) coming around the Robert E. Lee monument as an inbound car heads up Howard Avenue. Another inbound car (above) is just a block north as it turns off Howard onto Carondelet for street-running to Canal.

age tracks on Howard) to enable flexibility in turning and scheduling, especially during Mardi Gras time. The whole line has 104 passenger stops distributed on an average of every two blocks and marked by a yellow vertical sign with the designation CAR STOP in blue letters.

Prior to June 1972, the St. Charles trolleys were two-man units with rear entrance boarding and front exiting. However, due to an epidemic of bus and streetcar robberies, NOPSI changed to an exact fare system by July 1970, with the installation of fare boxes by October of that year. Introduction of exact fare collection thus eliminated the real need for a conductor, and hence the change to one-man operation by 1972. With the conversion to one-man, the entrance was changed from the rear to the front and the right rear doors changed to remote control. To compensate for the warning role played by the conductor in two-man days, a cyclic electric bell was added to the rear of the car to warn motorists of car overhang as it rounds a curve. You can usually hear the bell trilling away as cars round Lee Circle and as they move on and off Canal Street at Carondelet and St. Charles.

NOPSI prides itself on the high frequency of transit service it provides the citizens of New Orleans, and the St. Charles line is no exception. Weekdays during the morning peak (7:00 to 9:00 a.m.), 22 units operate offering service every 3¾ to 4 minutes. The midday base service (9:00 a.m. to 3:00 p.m.) is covered by 17 cars at intervals of 5 to 5½ minutes. The evening peak (3:00 to 6:00 p.m.) has 20 units offering service at

4½-to-5-minute intervals. Night service (6:00 p.m. to midnight) four cars run on 18-minute headways, whereas the owl service (midnight to 7:00 a.m.) is covered at hourly intervals by a single car, terminating at Willow and South Carrollton, rather than at South Claiborne. On Saturdays, the morning peak is covered by eight units at 10-to-11-minute intervals. The base and evening peak are the same with 13 cars offering 7-minute headways, with night and owl service the same as on weekdays. On Sundays the morning peak has seven cars operating at eleven-minute headways, and for the rest of the day eight units operate at ten-minute intervals. Sunday night and owl service are at the same 18-minute and hourly intervals as the other days of the week. On Christmas, New Years, Fourth of July, Labor Day and Thanksgiving the cars operate on a Sunday schedule. During weekdays they cover the route at an average speed of 9 m.p.h., with approximately 97 minutes alloted for each roundtrip during the peak periods and 90 to 93 minutes during the base period.

The total streetcar ridership for the month of June 1980 was 541,723, with a twelve-month total for the year ending June 1980 of 6,857,468. Compared with the monthly and annual figures for the 47 motor coach lines of 5,833,868 and 80,144,686 respectively, it is clear that the "Charley line" hauls four times as many passengers as the average New Orleans bus route. And that is quite an impressive statistic for what some might see as an antiquated museum piece!

The Infrastructure

Despite its age, the physical plant of the St. Charles line is in superb condition with a great deal of attention devoted to the right-of-way and its maintenance. Rails laid in the street are typical 135-lb. girder or guard rail bearing a shallow flange groove, while that in the neutral ground is 100-lb. "T" rail. Girder rail in the pavement on Carondelet and Canal as well as on St. Charles between Julia and Lee Circle is laid on angle-iron-type "Dayton Ties" encased in a concrete foundation and covered with a two-inch-thick asphalt paving, whereas that on St. Charles between Canal and Julia is spiked to wooden ties laid on rock ballast and covered by concrete and one-inch-thick asphalt. "T" rail in the neutral ground is spiked to wooden ties laid on crushed rock ballast in a trench with dirt and sod added to form a lush, grassy carpet. Creosoted ties in the neutral ground have an average life of about ten years (it used to be 20 years when lumber quality was better), and at one time NOPSI considered substituting concrete ties for wood. However, they decided against it because of the complications involved in making a large-scale conversion during operating hours. Some of the rail in the pavement crossings of the neutral ground are girder rail, but the majority are "T" rail with the pavement grooved out for the wheel flanges. Rail joints that fall within the intersections are also welded to reduce maintenance.

In addition to providing a less-trafficked private reserve, the neutral ground gives a quieter, smoother, dust-free ride and reduces track maintenance to a minimum. It also provides an ideal path for today's joggers. At the peak of its development, some 90 miles of NOPSI's 225 miles of track were laid in such grassy boulevard reserves.

Switches in the pavement at Lee Circle and the ladder tracks at Carrollton station as well as those sodded in the neutral ground (at Willow and Jeanette Streets and South Claiborne terminal) are typical, single tongue street railway type whether they are operated electrically or manually. By contrast, the ten trailing-point crossovers in the neutral ground have typical hand-throw double point railroad-type switches and are not sodded over.

Electric (single point only) switches are located at the facing point turnouts at Lee Circle, Carrollton and Jeanette Streets (inbound and outbound tracks) and on the outbound track of the diamond crossover at South Claiborne terminal. The switches are set to operate *power on* when diverging and *power off* when heading straight. The trailing point street switches (and those sodded-over in the neutral ground) depend upon the force of the wheel flange to move the switch tongue to the proper position. All of the cars carry switch irons on their front ends to manually move the points of the single-tongue switches along the route.

A total of 35 men currently comprise two track maintenance crews. Daily maintenance involves oiling the curves and switch points. Moreover, there always is at least one or more locations along either St. Charles or South Car-

ONLY ONE TRACK remains on the former five-track streetcar reserve on Canal Street. Car 921 curves off Carondelet for a block of running on Canal in the heart of downtown New Orleans. Car 926 (below) is rushing along St. Charles between Mary and Andrew.

rollton where the grass has been removed and rail and/or tie renewal programs are in progress, attesting to the high degree of attention the trackage receives.

Prior to 1969 track inspection was a laborious, time-consuming job. Track inspectors would park their truck along the line and walk four blocks up the track. Using a track gauge they would walk back toward the truck, bending down to measure and examine the rails and roadbed inch by inch for defects. They then would return to the truck and drive up another four blocks and repeat the process. With this procedure track inspection could only be completed about twice a year.

However, in early 1969 track inspection was greatly simplified and made more efficient by the development of a motorized track inspection cart designed by the maintenance manager and constructed by the Carrollton shop crews. Using the cart, two men can do the complete inspection job in half a day. It thus enables track inspection to be done once a month and thereby keep closer tabs on track condition. The orange cart (given "road number" 1) is propelled by an eight horsepower gasoline engine and carries a continuously-indicating track gauge which measures how much the rails are out of alignment. The two-man crew riding the cart can feel any bad joints or vertically misaligned and broken rail and mark those spots with a device that activates an aerosol spray-paint can. As the cart moves along the track at five-to-six m.p.h., one inspector records track gauge information and marks the location for work while the other drives the cart. The cart is light enough to be lifted off the track when a streetcar approaches, hence the inspection process does not interfere with the normal flow of traffic.

The trolley line runs on a 600-volt d.c. overhead system with power being supplied by NOPSI from its Valence substation located at the corner of Valence and Loyola Streets about midway along the route. The substation has three transformer rectifiers each rated at 850 KVA at 13.8 kilovolts 60 Hertz input and 60-amp d.c. output. Only two of the rectifiers are used at a time with the third held in reserve.

The 00-gauge trolley wire is of the direct suspension type supported by span wires over the city streets and by steel center poles with dual brackets in the neutral ground.

Rolling stock

The present streetcar fleet consists of 35 units from NOPSI's 900-series cars (900-972). The cars were originally designed and built in 1923/24 as arch roof, double-truck, two-motor units by Perley A. Thomas (formerly the Southern Car Co.) of High Point, North Carolina. They actually represented an updated

version of a design instituted in New Orleans with the 400-series (400-449) built by Southern Car Co. in 1914. While the 900s were heavier (about 42,000 versus 35,000 lbs.) and used correspondingly higher horsepower motors (65 versus 60 h.p.), when first built the 400s contained a higher percentage of steel in their bodies.

It should be emphasized that the 900-class cars which provide today's service were not NOPSI's newest units. The last series to be constructed were the 1000-class cars (1000-1019) built in 1928 in an order divided between Perley A. Thomas (100-1009) and the St. Louis Car Co. (1010-1019). Although similar in basic design to the 900s, they were lower (10'-8¾" versus 11"-4¼"), slightly wider (8'-6½" versus 8'-4"), had smaller wheels (26" versus 33" diameter), had no drop platforms and were speedier because they had four motors rather than two. The 1000s were intended to be operated as one-man cars but, because of a rigorous city ordinance then in force against one-man operation, they never functioned in this mode. After an initial period of inactivity they served on several lines and on April 21, 1935, were placed in service on the St. Claude line where they remained until their retirement. While there were too few units to cover the base service, their greater speed enabled them to handle owl service on St. Claude with fewer cars. All 20 1000s were scrapped when St. Claude was converted to trolley bus in 1949.

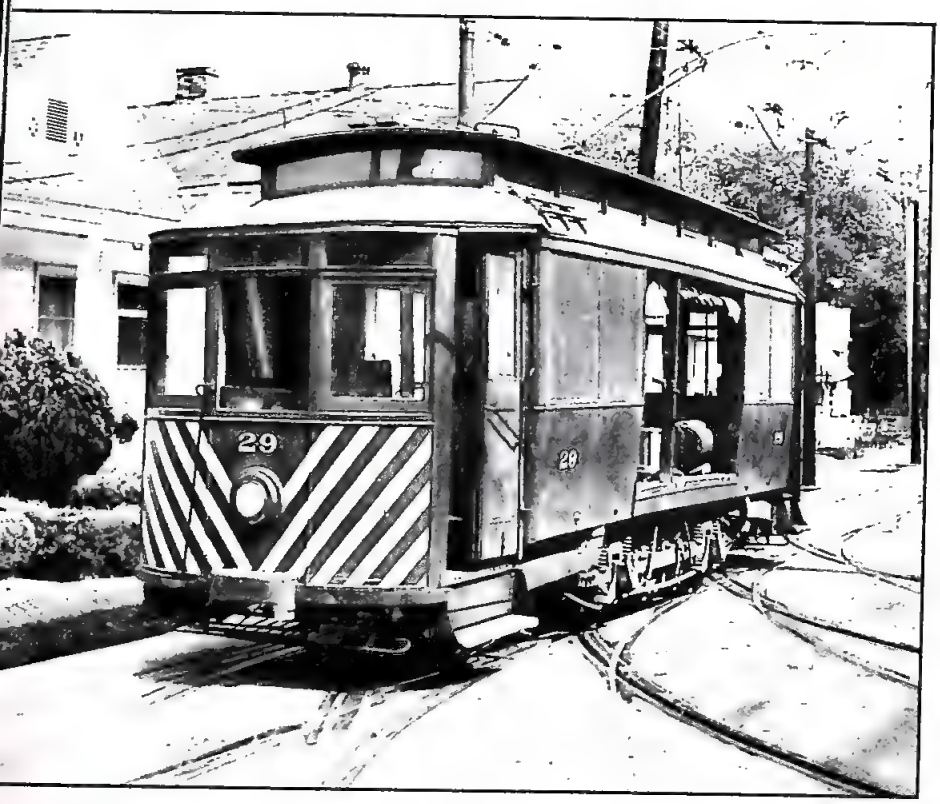
The reason the 1000s were not retained for service after the busing of the St. Claude route was that with only 20 units their numbers were insufficient to cover the headways of NOPSI's remaining rail lines. Moreover, because such high powered units were not needed to maintain schedule times, NOPSI could not rationalize their greater maintenance costs. As a result the system's most modern units wound up having the shortest service life of any of its railcars.

Beginning in the early 1960s, the 35 900s that had not been scrapped for spare parts were put through a program of rebuilding and modernization at the Carrollton Shops. It included a rounding and rubber grommeting of door, sign and standee windows as well as removal of the roof ventilators in favor of ventilator louvres in the letterboards. These changes gave the venerable cars a sleeker, more modern exterior. Furthermore, in 1964 Timken roller bearings were substituted for their original friction bearings, and through the '70s there was a program to change out as much of the cars' wood as possible. It involved the installation of aluminum roofing and sash as well as aluminum cornerposts and molded aluminum front ends so that now only the seats and flooring are of wooden composition.

Today's units seat 52 (36 in walkover seats and 16 on longitudinal benches) and can accommodate a 35% overload. The 47'-8"-long cars weigh about 42,000 lbs. and ride on Brill 76E2 trucks with 33-inch wheels. The cars have two GE 263A (65 h.p.) motors with a gear ratio of 15:71, providing a top speed of about 27 m.p.h. They are furnished with GE K36-JR master controllers (the 35 remaining cars have GEK-68A controller back with a GE K36JR cylinder; this gives an eight-point K68A controller in place of a seven-point K68A, thus providing smoother acceleration.) and Westinghouse straight air brakes with CP-27 air compressors. The cars are painted dark green with black roofs and rust-red doors and window frames in addition to the white lower sash and lettering.

Visitors to New Orleans in 1978 would have observed an element of modernization which was short-lived. At the time a number of units were equipped with a pair of red brake lights flanking the headlight at both ends of the car. These lights were controlled by a 12-volt microswitch attached to the brake pipe so that each time a brake application was made, the lights at both ends would illuminate. A principal reason for their installation was that occasionally a careless motorist would plow into the rear of a streetcar when it slowed or stopped to negotiate the electric switch at Lee Circle. However, much to my surprise when I visited the line in April 1979, all of the brake lights had been removed, leaving curious round holes in their place. Apparently they were a high-maintenance item and their limited utility did not justify the cost.

In contrast to other street railway systems, New Orleans no longer has an extensive fleet of service vehicles. Nevertheless there are two vintage traction units (one serviceable and the other not) which any railfan will be interested in seeing. The serviceable unit is wooden single-truck car 29, which is the oldest on the system and currently used as a rail grinder. The car's grinding stones are used with heavy pressure to correct corrugations in rails mounted in solid foundations—for example, at street intersections—and with lighter pressure to remove leaves from the rail surfaces in the neutral ground. With the abundance of oaks bordering the right-of-way, in the springtime tracks in the neutral ground can become coated with leaves forming a slippery surface. At these times Car 29 can be seen making a



RAIL GRINDER 29 poses on the dual gauge track in Jeanette Street adjacent to the Carrollton Shop. The single-trucker makes frequent leaf-removal trips in the spring.

TWO PHOTOS J.M. BOYD

A BIRTHDAY PARTY charter, such as this one at the Carrollton Station in 1971, is surprisingly affordable.

daily patrol between Carrollton Shops and Lee Circle for leaf removal.

Car 29 was originally built as a passenger car by St. Louis Car Co. in 1899 and converted to a service unit around 1930. No. 29 is of historical interest because it is the last example of a Ford, Bacon & David (FB&D) type car design. Ford, Bacon & Davis was a New York engineering firm retained by the Canal & Claiborne Street Railroad Co. at the turn of the century to survey the property and make design proposals for its electrical system, trackwork and rolling stock in preparation for electrification. The distinctive single-truck, extra wide monitor deck roof FB&D car type was a product of this survey and was successful enough to be ordered by a number of other independent New Orleans street railway companies between 1896 and 1908. In all, something like 350 FB&D cars ran in New Orleans alone, in addition to those used on other transit properties in the South. When originally delivered, Car 29 was furnished with a McGuire-Cummings Columbian truck but was later re-equipped with a Brill 21E truck. This car is now housed at Carrollton station.

The other car of historical interest is the Brill, semi-convertible type car, No. 453, preserved in inoperable condition in the old Mint building in the French Quarter (at the intersection of French Market Place and Barracks Street). This unit is a double-truck, monitor deck roof wooden car built in 1906 by the American Car Co. of St. Louis, a Brill subsidiary. It originally was a member of the 300-324 series (No. 303) which was changed to the 450-474 series in 1917 coincident with a general rebuilding to produce their distinctive fish-belly side panels as well as a changeout of trucks and motors. The 450s had a service life of 29 years and were retired in 1935 after serving on a number of lines including the Coliseum and Louisiana Avenue routes.

Car 453 was the only member of its class to escape scrapping. From 1935 to 1966 it was used as a motorman training car at the Napoleon barn. In 1966 it was refurbished by the Carrollton Shops and donated to the State of Louisiana through the Louisiana Development Commission. Up until its recent placement in the Mint Building, the 453 had been located in various parts of the French Market and had been a victim of vandalism and deterioration due to the elements. Now that it has found a more permanent, protected home, its preservation seeems assured.

Finally, it should be noted that the trolley car has become so much a part of New Orleans' image (due in no small part to the fame of Tennessee Williams play, a "Streetcar Named Desire") that in January 1974, when NOPSI instituted a minibus shuttle service in the French Quarter, the buses were built and painted to mimic the St. Charles streetcars. The eight diminutive, 19-passenger, Flxible buses (1000-1007) were not only painted black and green, but they carry the trolley image to the point of having a fake trolley pole, rope and retriever. Thus, instead of being just trackless trolleys, they are both trackless and trolley-less trolleys: an all time first!

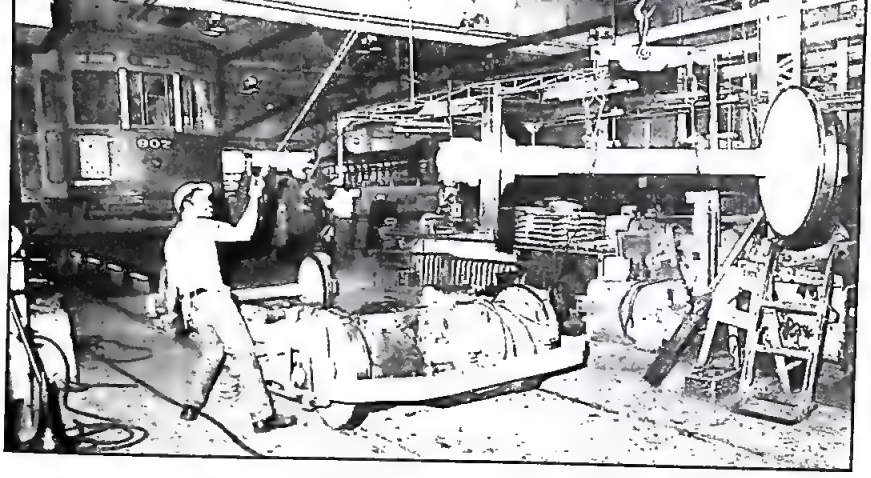
Carrollton Station

The backbone of NOPSI's sole remaining rail line is the company's Carrollton Station (the New Orleans term for carbarn) and shops located in the northwest corner of the city a block northwest of the Carrollton section of the line in the block bounded by Willow and Jeanette Streets on the south and north and Dublin and Dante Streets on the east and west. It is here that NOPSI's remarkably skilled shop crew works the wizardry that keep this ancient equipment operating with such reliability. Over the years there seems to have been no mechanical, electrical or construction job that the shop has not been able to handle with great ingenuity and skill. Like any other maintenance crew which has to deal with outmoded transport equipment, the unavailability of many of the parts has meant that they have had to manufacture their own components when needed and do their own electrical work including motor and compressor overhaul. Looking at the kinds of jobs they have performed on the streetcars alone, one can't help but be amazed at the range of technical skills this self-

NOPSI Street Railway Fleet

NUMBERS	BUILDER & DATE	NOTES
900, 903-907, 910, 911, 914, 915, 920-923, 926, 930, 932-934, 937, 940, 945; 947, 948, 951, 953, 954, 961-963, 965, 968, 969, 971, 972.	Perley Thomas 1923-'24 (35 total)	Weight 42,000 lbs., GE 263A motors, K36JR control, Brill 76E2 trucks with roller bearings and steel wheels, 5'-2½" gauge. Seating capacity 52.
29	St. Louis Car Co. 1899	In Service as passenger car 1899, converted to grinder-sweeper about 1930.
1	Carrollton Shop 1969	Track inspection car, gasoline driven.

Source of Information: NOPSI Status of Transit Fleet, Maintenance Division, Revised December 13, 1977.



THE CARROLLTON STATION shop keeps the vintage cars rolling. Here a worker hoists a new set of wheels for the truck of car 907, which is over the inspection pit.

sufficient unit has been able to perform.

At the peak of New Orleans street railway system in 1922, Carrollton was just one of six barns on the system. The others included Arabella, Canal, Napoleon, Poland and Prytania. As noted previously, Carrollton Station was established by the New Orleans & Carrollton Railroad in 1893. From then until 1920 it served as the main shop for the standard gauge cars. In 1920 dual gauge track was installed, and in 1929 the barn was converted to predominantly wide gauge. Today, the ladder track on Jeanette Street retains the only segment of dual gauge track and switches to be found on the system.

Carrollton Station was closed during the depression (December 28, 1934) and its cars transferred to Canal Station. However, it was reopened during World War II (March 1, 1943) and has remained in service ever since.

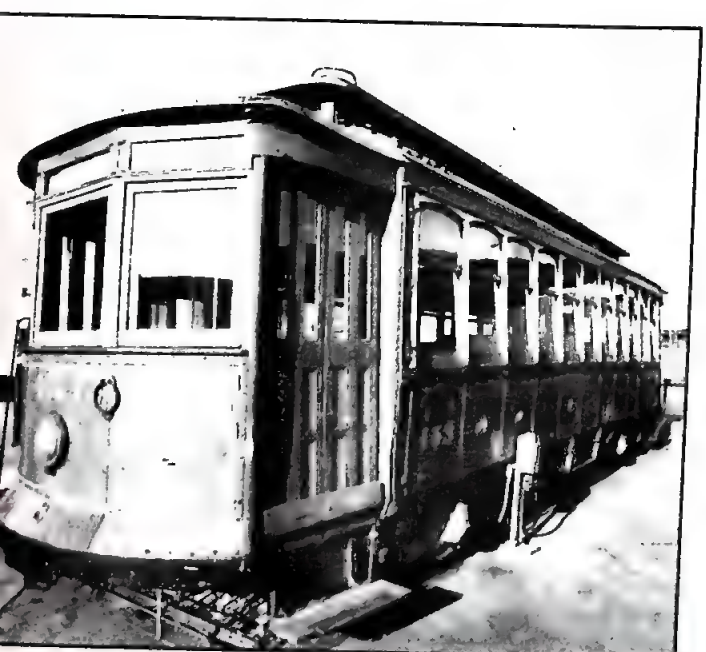
Today Carrollton serves both streetcars and buses. The carbarn portion on the Dublin Street side has separate storage areas for buses and streetcars. The shop section on the Dante Street side is subdivided into a body shop, upholstery shop, farebox repair cage, mill room, sign painting area, spray paint booths, blacksmith's shop, assembly room (which includes an area for streetcar truck repair and rebuilding as well as wheel press, an area for brake rigging repair and air compressor work), a welding shop, sheet metal work area, a machine shop and an armature rewind and electrical shop.

The shop has a staff of 43 employees in addition to the general shop foreman. They are divided into two major sections, each with its own foreman: the body and paint section and the overhaul section. The first section has 23 men including body repairmen, painters and mechanics, while the second has 18 including machinists, welders, mechanics, electricians and a truck repair specialist.

In addition to the major streetcar overhaul and modernization program recently completed, the Carrollton Shop also performs the regular maintenance work to keep the streetcar fleet operational. They do all of their own motor work, including armature rewinding and work on the electrical control systems. They do truck rebuilding, including wheel flange control and wheel replacement. They also take care of streetcar body repair and painting as well as seat repair and remanufacture of the wooden parts of the seats. In addition, they repair and rebuild the air compressors and brake valves as well as overhaul the brake rigging.

And as if that weren't enough, the Carrollton Shop crews are also engaged in a heavy program of motor coach maintenance and repair. They handle all of the major body repair jobs, including repainting and refurbishment as well as silk screening of destination sign curtains, farebox repair, manufacture of sheet metal parts and side window glazing. They also rebuild steering knuckles, tie rod ends, power steering pumps, air conditioning condensers, hydraulic pumps and motors, cranking motors and interior lighting inverters on the buses.

Beyond these heavier maintenance chores, each streetcar receives two inspections each day at which time brake shoes and rigging are examined and, if need be, changed; the controller contacts are checked; any burned out light bulbs are replaced and the sandboxes filled. At these times the door mechanisms are also checked, the air tanks



STREETCAR NAMED DESIRE, old 453, is on display opposite the Old Mint in the French Market. The small busses in the French Quarter (below) are styled to resemble St. Charles Streetcars.

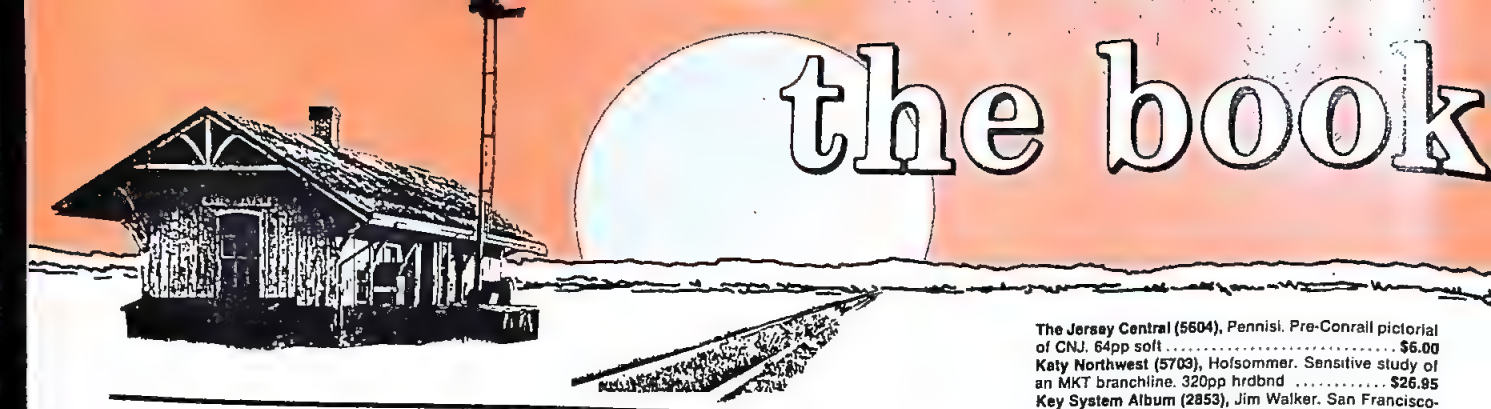
are drained of condensation and the overall condition of the car's interior is inspected. Thus, it has only been by such meticulous care that the last standard streetcar line has been able to offer such reliable service in the face of very heavy ridership demands all these many years.

Because of concern for passenger privacy and potential inconvenience, New Orleans Public Service maintains and enforces strict regulations against photography and moviemaking while riding streetcars in revenue service, although such photography is permitted during special excursions, charters and fantrips. In general, the management is very hospitable and willing to help in any way, as long as you go through the proper channels. While the majority of the system can be seen and photographed without special permission, photography and touring of the Carrollton Shops requires the written permission of the director of public relations or some other official of NOPSI at their main office building at 317 Baronne Street. Once armed with the proper credentials, however, the gracious shop crews will give you a full tour of the shop facilities and a detailed picture of the activities carried on there. They may even be willing to trot Car 29 out of the barn for you so that it can be photographed in full daylight.

Incidentally, if you should desire a streetcar all to yourself, NOPSI will charter you a single car from the Carrollton Station round trip to Lee Circle for $43.00 and to Canal Street for $63.00. This can be done only during non-rush hours, and the car must be kept continuously running—no photo stops or runbys—so as not to interfere with normal operation. With these very reasonable prices (subject to change after January 1982), birthday party and other charter trips are surprisingly common on the Charley Line.

New Orleans is a beautiful city, and probably the most enjoyable time to visit it is in March or April, when the rest of the country is still shaking off the chill of winter. The lush grass right-of-way and surrounding abundance of blooming flowers are a great way to welcome an approaching summer when viewed through an open window of a classic trolley. And it's comforting to know that at least here there are no pending abandonment petitions or LRVs on order.

A WORKING SYSTEM, not a tourist attraction, the St. Charles Line provides service all night long. Car 937 (above) loads at Carondelet and Canal on March 26, 1979. A long exposure (below) catches another car departing the S. Claiborne terminal.



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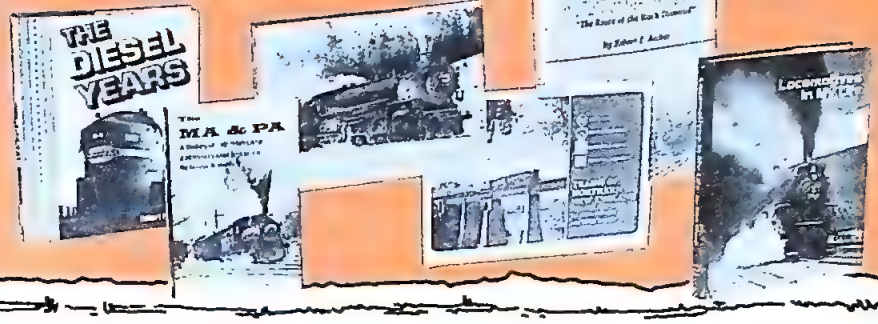

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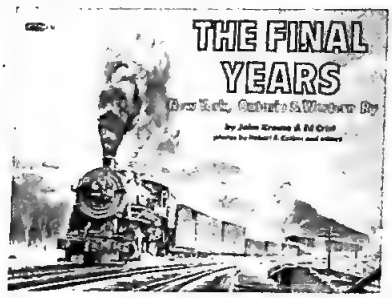

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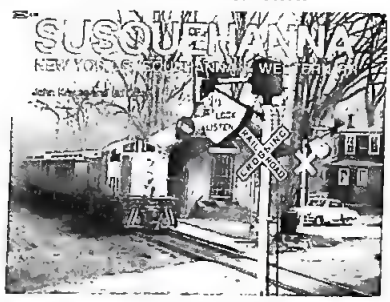

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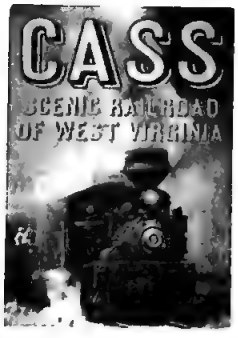

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BY JIM BOYD

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THE C&NW HURON ALCOS moved east in June and are now assigned to Green Bay. The C425s are generally found working the Escanaba ore docks, but on July 14 the 401 was at Powers, Mi., with the local from Iron Mountain. The ex-NYC RS32s switch Green Bay, such as 4249 (below) on June 18.

The *Trains* jinx

I make no secret of the fact that I've been a lifelong reader of *Trains* and still enjoy following the exploits of the folks in Milwaukee. So I know about the *Trains* jinx, too. (I secretly hope that vast numbers of my readers haven't the faintest idea what I'm talking about, so permit me to explain that the *Trains* "jinx" is the kiss of death it has developed the unique ability to bestow upon interesting and colorful railroad operations simply by putting something about them in print. It began, as I recall, back in the mid-1950s when *Trains* accepted responsibility for dieselizing the Chesapeake & Ohio by printing that they were "staying with steam," and has continued ever since.)

They did it again this summer. Ken Douglas and company finally dragged Managing Editor Dave Ingles away from Carol's cooking long enough to get him out onto the C&NW's Alco-laden Huron line, and the story of that trip showed up as a feature article in their August 1981 issue which hit the stands just about the same time as Dick Steinbrenner's piece on the Huron line in our September '81 RAILFAN & RAILROAD.

Whammo! As the presses were rolling on both magazines we got the news that the C&NW had withdrawn all the Alcos from the Huron line and sent them to Escanaba and Green Bay (see page 26). Steinbrenner had visited the line in May and completed his ar-

RICHARD JAHN

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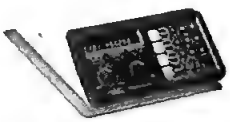

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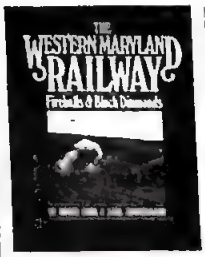

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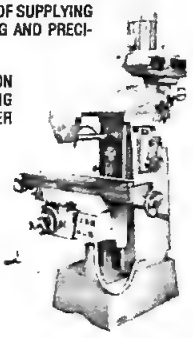

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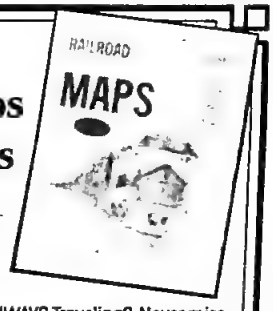

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Not in the Wheel Report — By JOSEPH EASLEY

"Look, buddy, did I ask youse to ride in it?"

ticle only three weeks before the magazine went to the printer in early June, so our information was as up-to-date as humanly possible.

Since Dick had written about the Huron Alcos previously in the August 1977 RAILFAN (which we thank Ingles for acknowledging as a reference in *his* article) and the 244s and 251s continued to chug along and even expand in model and number, we're sure it wasn't *our* fault that the Alcos suddenly disappeared! It had to have been the simultaneous *Trains* feature that pulled the plug. You know, though, with those Alcos moving from Minnesota to Wisconsin, maybe Ingles had an ulterior motive—like getting them closer to home? Hmmmm.

Sorry, Jim

After all the work Jim Kelly went through to be sure I had color and black & white photos of GG1 4877 for the last issue, his credit line got accidentally covered over beneath the color photo of the 4877 and 4935 at Wilmington on page 2 of the September issue. Sorry about that.

Correction

The cover of the May 1981 RAILFAN & RAILROAD was an ink-and-wash rendering of the *Rio Grande Zephyr* by Ron Boyd of Troy, Ohio. In that issue we incorrectly referred readers to the similar photo by Richard Loveman on page 36 of the August 1977 RAILFAN as the source of the cover picture. The source for that cover was actually a photograph by George Hiotis which appeared on page 47 of the May 1980 issue of *US Air*. We regret the error.

Lost camera

A couple of railfans were scouting out the old DL&W and LNE in the vacinity of Hainesburg, N.J., recently, when they found an ap-

parently lost camera at the Paulins Kill Viaduct. If the camera was yours and you can identify the type of camera and lens, they'll be happy to return it to its proper owner. Contact Jim Boyd, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860, or phone 201/383-3355, and I'll forward the information to the finders of the camera.

New Orleans

Don Kaplan has some additional commentary he'd like to add concerning his feature on the New Orleans St. Charles Line streetcars:

"I want to express my sincere appreciation to Samuel H. McAfee, past manager of maintenance and present training coordinator of the Transit Department of New Orleans Public Service, for his invaluable assistance in all phases of the research for this article and for his critical reading of an early draft. Additional thanks go to Robert Dombourian of NOPSI's scheduling department for information on streetcar ridership and scheduling, and to Robert B. James, former general manager of the Transit Department, for a general overview of streetcar operations and history. In addition, thanks go to Frank Nettles and Roy Napolitano of the Carrollton Shop staff for their aid in explaining various aspects of shop procedures and operations. Finally, a special note of thanks goes to Rod Varney, chairman of the Texas Division of the Electrical Railroaders Association, who provided invaluable reference materials on New Orleans' transport system from the division's library and files.

"For those interested in a more comprehensive historical account of New Orleans' streetcar system, two works are of note and served as invaluable resources for this article. The first is E. Harper Charlton's *Street Railways of New Orleans,* published by Ira L. Swett as Interurbans Special No. 17 in April 1955. Although long out of print, it was republished in a revised edition in 1965 by Louis C. Hennick and E. Harper Charlton entitled *The Streetcars of New Orleans* by Pelican Publishing Co., Inc., of Gretna, La., and reprinted in September 1975. The second work is J.L. Guilbeau's *The St. Charles Street Car or the New Orleans and Carrollton Railroad,* first published by the author (6644 Louis XV, New Orleans, LA 70124) in 1975 and in a revised, reprinted version in 1977. While the first work gives a more comprehensive overview of the origins, operations and equipment of all the lines up to 1965, Guilbeau's book gives a more detailed treatment of the early history of the St. Charles line as well as some of its present operating procedures. Thus it complements Hennick and Charlton's classic work nicely—DON KAPLAN."

Last non-PCCs?

In going over Don Kaplan's manuscript on the New Orleans St. Charles Line for this issue, I noted that he made the statement that New Orleans had the "last non-PCC" system left in the U.S. While it is convenient to think of it that way—after all, it *is* the last complete system using *all* vintage non-PCC cars in continuous service—the statement is incorrect in two aspects. It overlooks, first, the Brill and St. Louis cars still running on the Media and Sharon Hill lines in Philadelphia, and, second, many new lines that have sprung up using "non-PCC" Light Rail Vehicles and a few that are running with historic cars, such as the downtown Detroit line or the Yakima Valley Traction.

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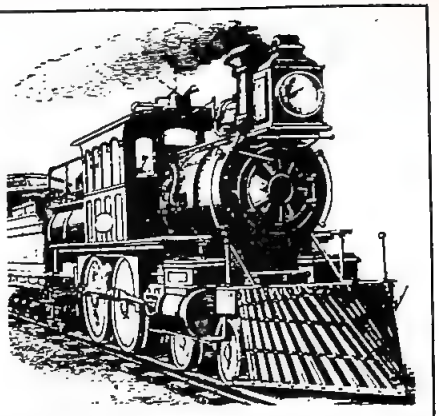

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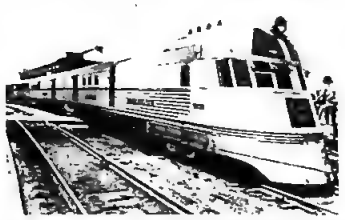

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terrupted heritage and is probably the most "authentic" non-PCC line around, but the "last non-PCC line" it isn't.

MIKE SCHAFER

DETOURING Amtrak eastbound *San Francisco Zephyr* No. 6 had C&NW GP50 5088 as a pilot unit through Marshalltown, Ia., on July 8, 1981.

C&NW Amtrak detours

The last time I saw a "real" passenger train (in contrast to a fan trip like the Railroad Club of Chicago's *Sterling 400* of April 25, 1970) in my hometown of Dixon, Illinois, was on April 23, 1965, when a C&NW E7 led an A-B-B-B-A set of UP and Milwaukee E's eastward on a 27-car combined UP *City of "Everywhere"* detouring around the Mississippi River flood at Savannah, Ill., that had inundated the Milwaukee Road main line for over a week. It was not surprising, therefore, that I should show a bit of provincial favoritism and run Mike McBride's color shot (page 2) of Amtrak's *San Francisco Zephyr* passing through Dixon while detouring around a flood on the BN in Iowa this past July 5.

Mike Schafer, art director of *Passenger Train Journal*, happened to be railfanning in Iowa that week and notified his friends in the "Dixon gang" that the eastbound SFZ was headed their way. The railfans quickly abandoned the downtown Fourth of July weekend "Petunia Festival" parade and camped out by the C&NW depot to await the streamliner. They reportedly caused a small uproar among the local citizenry when a few passers-by asked what they were all waiting for at the depot and they replied jokingly that President Reagan was coming into town on an Amtrak train to visit the Petunia Festival. Dixon also happens to be Reagan's home town, and the joke nearly got out of hand.

Schafer reports that the flooding occurred on Friday, July 3, on the BN in the vacinity of Chariton and Osceola, Iowa. Friday's westbound *San Francisco Zephyr* was already into Iowa when the line became blocked, so it was halted at Albia and turned back to Burlington. From there it went down the river line to West Quincy, Mo., and then west to Kansas City and up to Omaha. Saturday's eastbound No. 6 took a similar routing, but beginning with Saturday's No. 5 on July 4, all SFZs through No. 6 on July 8 went via the C&NW from Council Bluffs to Chicago.

The trains were running two to five hours

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late on the C&NW, but much of the delay was at the terminals at either end getting the pilot units and crews on and off. Once on C&NW iron, the trains moved quickly, and one engineer claimed to have had the *Zephyr* up to 85 m.p.h.—after all, the *Falcons* are allowed 70, and the C&NW has cab signals and train control. No passenger stops were made on the C&NW, with Iowa passengers being bussed to their intermediate points.

A C&NW source reported to us that five of the *Zephyr* trips were made with a pair of the "executive" F7s as pilot units (the C&NW has dressed up three F7s with the old fancy nose herald for use on business car specials) while others were made with GP50s, an SD40-2 or SD45 in the lead providing train control and cab signals.

If the Good Lord's willin' and the creek *does* rise, maybe we'll see passenger trains through Dixon again.

J.

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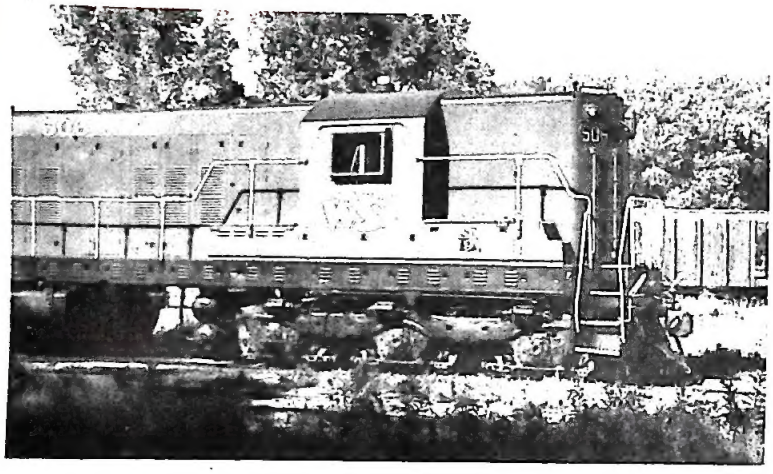

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Advertising Index for November 1981

Accent 35 ..... Cover IV
Adventures in Sound 17
Alley Supply Co. 58
Scott Arden 22
Audio Visual Design 25
Barnard, Roberts & Co. 58
Boston Street Railway Assoc. Inc. 8
BRMNA 24
Caboose Antiques 22
Carleton F. Loucks 14
D. Carleton Rail Books 4
Carstens Publications 24,58,59,62
Chatham Publishing Co. 8
Chicago & Northwestern Hist. Soc. 9
Richard Cook 8
Crown Custom Products 5
Crusader Press 12
Darwin Publications 23
Delta Publications 15,17
Depot Antiques & Gifts, The 5
Depot Attic, The 9
Galliard Press 9
Tom Gildersleeve 17
Grand Central Productions 14
Gradon Sales Ltd. 20
Greenberg's Great Train Shows 59
Hopewell Productions 20
Insignia Clock & Specialty Co. 9
J.E. Martin 5
J.M.J. Productions 58
Jim Beam 10,11
John Terry Studio 16
M.F. Kotowski Railroad Art 13
Key, Lock and Lantern 8
MAC Publishing Inc. 22,58
McMillan Publications 13
Michigan Railroad Club 20
Stephen A. Mintz 12
Passenger Train Journal 21
Potomac Chapter NRHS 5
Pro Custom Hobbies 57
Rail Image, The 12
Railfair Enterprises Ltd. 19
Railfan & Railroad 56
Railroad Ave. Enterprises 12
Railroadians of America 18
Railroad Supply Corp 13
Railroad Record Club 8
Red River Publishing 12
W.N. Rich 58
Shinsei Corp 18
Short Line, The 22
Southwest Electronics 20
Station Products 17
Sunday River Productions 59
Train Cards 6,7
Trolley Talk "F" 5
Union Switch & Signal 4
Vanishing Vistas 22
Youngsound Productions 14

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THE MAINE CENTRAL has pressed a number of its recently-acquired ex-Rock Island U25Bs (see Hal Reiser's article on page 30) into service still wearing their old RI/Rock colors. Rock blue 234 was leading the 232—in its Bangor car shop's spartan "Great Pumpkin" MEC scheme berift of green trim—over the Androscoggin River bridge (above) with RB-1 at Lewiston on March 4, 1981. The proper formal MEC colors were evident on 228 (right), also on RB-1, at Rigby on March 6. The blue 234 was teamed up with the bright Rock Island red 231 (below) on RB-1 eastbound on the Lower Road at Freeport on June 16, 1981, detouring from its normal Back Road route because of welded rail trackwork being done at New Gloucester.

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